BLOOMINGTON • MONROE COUNTY

mpo

POLICY COMMITTEE

May 14, 2010; 1:30 – 3:00 p.m.
McCloskey Room (#135)

I. Call to Order

II. Approval of Minutes:
   A. March 12, 2010

III. Communications from the Chair

IV. Reports from Officers and/or Committees
   A. Citizens Advisory Committee
   B. Technical Advisory Committee

V. Reports from the MPO Staff
   A. 2008 Crash Report

VI. Old Business
   A. Readoption of the 2030 Long Range Transportation Plan
      *Action Requested**

VII. New Business
   A. FY2009-2010 Unified Planning Work Program Amendment
      1. Update County-wide Aerial and Elevation GIS Layers
      *Action Requested**
   B. FY2011-2012 Unified Planning Work Program

VIII. Communications from Committee Members *(non-agenda items)*
   A. Topic Suggestions for future agendas

IX. Upcoming Meetings
   A. Technical Advisory Committee – May 26, 2010 at 10:00 a.m. (McCloskey Room)
   B. Citizens Advisory Committee – May 26, 2010 at 6:30 p.m. (McCloskey Room)
   C. Policy Committee – June 11, 2010 at 1:30 p.m. (McCloskey Room)

Adjournment

**Public comment prior to vote (limited to five minutes per speaker)*

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Bloomington/Monroe County Metropolitan Planning Organization
Policy Committee

Policy Committee Meeting Minutes
March 12, 2010 McCloskey Conference Room 135, City Hall

Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department.

Attendance

Policy Committee: Jack Baker (Bloomington Plan Commission), Lynn Coyne (Indiana University), Richard Martin (Monroe County Plan Commission), Kent McDaniel (Bloomington Public Transportation Corp.), Tom Micuda (proxy for Mark Kruzan), Andy Ruff (Bloomington City Council), Julie Thomas (Monroe County Council), Bill Williams (Monroe County Highway Department), Mike Farmer (proxy for Ellettsville Town Council), Iris Kiesling (County Commissioner), Jim Stark (INDOT), and Patrick Murray (CAC)

Others: Sarah Clevenger (Citizen), Tom Tokarski (CARR), Ann Kreilkamp (Citizen), Adrian Reid (City Engineer), Sarah Ryterband (CAC), Jay Mitchell (INDOT), April Schwering (INDOT), David Holtz (INDOT).

MPO Staff: Josh Desmond, Raymond Hess, Scott Robinson and Jane Weiser.

I. Call to Order

II. Approval of Minutes:

A. January 22, 2010—Mr. Coyne moved approval. Mr. Micuda seconded. The minutes were approved by unanimous voice vote.

III. Communications from the Chair—Mr. McDaniel discussed the Zipcar car-sharing service on campus. IU is not providing any financial support but helping to promote it. The Indiana University Student Association has started Zimride—a ride-sharing service. IUSA has also developed a bus-tracking system using cell phones.

IV. Reports from Officers and/or Committees

A. Citizens Advisory Committee—Mr. Murray said that at their last meeting Mr. Williams spoke about the Mt. Tabor Rd. and the Matthews Drive Bridge. There was a long discussion about the SR 45/46 Bypass project. The CAC asked if there would be audible signals and pedestrian crossing at 3rd and 10th St. Mr. Stark said that INDOT is nearly done with testing some audible systems. There is another approval process for signals which should be done by the end of 2010. Any requested signal will have to have traffic warrants to back them up. Their opinion is that traffic will warrant them at these locations.

B. Technical Advisory Committee—Mr. Williams announced that they were awarded the Indiana Partnership for Highway Quality Award for the 1st and Walnut St. project. That project will also receive an award from the American Council of Consulting Engineers.

V. Reports from the MPO Staff

A. 10th St. Mobility Study (aka North Campus Area Study)—Mr. Hess stated there was a public presentation on the final findings of the report at the library last night. He presented the

3 possible alternatives. The preferred alternative is to design 10th St. and a new Law Lane/14th St. as 2-way streets. The estimated cost for the whole project is between 8 and 9 million dollars. The project will likely be done in segments. Mr. Hess noted that there is a webpage specifically dedicated to this study on the MPO website. CATS will be broadcasting the meeting.

B. Progress Report FY2010 2nd Quarter—Mr. Hess presented this report. Mr. Martin noted that Line Item 201 has spent 75% of the funding at this point and asked if more money should be added. Mr. Hess said not at this time.

C. Quarterly Project Tracking—Mr. Desmond presented this report and why it is important. LPAs and INDOT have provided information on projects identified in the TIP. This quarterly report helps MPO Committee members track the progress of projects. Mr. Hess thanked Richard Martin and Jay Mitchell for coordination to get information for State projects.

VI. Old Business

VII. New Business

A. Transportation Improvement Program Amendments

Action Requested*

1. 2009-2012 Transportation Improvement Program

a. ARRA project corrections—Mr. Hess said our Draft 2010-2013 TIP (new TIP) is not approved by the state so we are still operating under the 2009-2012 TIP (old TIP). The old TIP was not amended while staff was waiting for the new TIP to be approved. As a result, the old TIP now has some projects that are out of sync with what should be reflected. The old TIP needs to accurately reflect those changes. He listed the projects that need to be updated to reflect the final contract amount (See packet for details). We will be asking the PC to take action on the menu of changes just outlined related the old TIP. Staff will also ask for action to amend the new TIP.

2. 2010-2013 Transportation Improvement Program

a. ARRA project corrections—Mr. Hess explained that all of the ARRA projects have been let and as a result the project costs should be updated in the new TIP (See packet for details). Also, the B-Line Trail Phase II will be able to absorb any surplus ARRA funds resulting from favorable bids on other projects.

b. INDOT project list—With respect to the new TIP, the State has requested that four INDOT projects be removed from the TIP. Ms. Kiesling said that she has had several complaints about the intersection of SR 45 at Garrison Chapel Rd. That is one of the projects that the State is withdrawing. Also removed are SR 45 from the bypass to Pete Ellis Rd, SR 45 from Pete Ellis Rd. to Russell Rd. and SR 46 from SR 446 to SR 135. Mr. McDaniel was surprised that the SR 45 (E. 10th St) projects have been bumped back 10 years. Kiesling agreed. Mr. Martin said that these projects were a commitment for funding to the County that is now gone. Is there other funding coming to the County that replaces these funds? Is the County just losing money or are we shifting the funding within an allocation through the Seymour District? He would be concerned if this money was going someplace else in the state for a new project that hadn't been included in somebody's program before. Mr. Stark said that in this financial situation today, the State's allocation for federal funding has been decreasing on an annual

basis. They reevaluated all projects last year and removed many projects across the State – not just in Bloomington. Everyone is pushing projects out 14 or 15 years which could result in a huge amount of projects in those years potentially costing billions of dollars. They spread projects on a statewide basis over several years in the future. Based on the fact that money is decreasing, and not leveling off, they are prioritizing projects not just in the Seymour district but on a statewide level. A project in Ft. Wayne might turn out to be much more of a priority than some of the projects in Seymour. Mr. Martin said that wouldn't necessarily be a shift in priority. If they are a high priority now, they were a high priority before. What concerns him is that priorities are changing. What are the changes in condition that are impacting change in priority? He doesn't want to see Monroe County being shortchanged because somebody took a project from someplace else and stuck it in line in front of us. Mr. Stark said he understood Mr. Martin's concerns but priorities can change if, for example, a bridge suddenly fails and they have to spend $60-100 million on it. Where is that money going to come from? In some cases, they have to take the money and fix the bridge because it is a higher priority than another project. Ms. Kiesling said the area of E.10th St. is rapidly being developed by IU and there will be much more traffic there. This was on our list 15 years ago. Mr. Williams said that the section of SR 45 to Pete Ellis was on the bid list and was then removed. Ms. Thomas asked about access to a preliminary plan. Staff said they would help her find it. Ms. Thomas was concerned about pedestrian and bike amenities.
*****Mr. Williams moved to amend the TIPs as outlined by staff with the amendment of the last two in the fiscal year 2010-2013. Mr. Micuda seconded. The motion was approved by unanimous voice vote.**

B. Update of the Long Range Transportation Plan—Mr. Desmond presented the strategy to readopt the current Long Range Transportation Plan. This approach would give staff more time to do a more thorough update. There are no funds for a consultant to prepare a new model. Staff would like to include the new Census numbers and any new requirements from the anticipated new federal transportation bill. There will be a 30-day public comment period starting at the end of March. Mr. Hess said that there is a lot of interest in overhauling the Travel Demand Model, but that time and budgets do not lend themselves to this approach at this time. Ms. Kiesling asked if the State was going to use the new Census data in their LRTP. Mr. Stark said they would but the data won't be available until 2012. Mr. Williams said the County will cooperate with the City for information, etc. Ms. Kiesling said the data should be available much sooner than last time. Mr. Micuda said that MPO staff can work on some parts of the Plan that don't require the use of the Census data. There was more discussion about the Travel Demand Model and the LRTP. Mr. Hess noted that the current Model doesn't include non-vehicular travel. Including bike, pedestrian, and transit data can be done but it will be a little more complicated. Mr. Desmond said staff will put together a preliminary timeline.

C. Indiana Statewide Transportation Improvement Program – Status Update—Mr. Stark said that since the last meeting the INSTIP has been approved and is online. He said that Mr. Ruff had asked specifically about dollars that are in the INSTIP for I-69 from SR231 to SR37. Mr. Stark explained that nothing has actually been appropriated monetarily because the preliminary engineering and the environmental documents are not ready for certain decisions to be made. There was more discussion about the progress of I-69 and the associated funding. He said that he would try to report at the May meeting.

VIII. Communications from Committee Members *(non-agenda items)*—Mr. Ruff said that he certainly appreciated the cooperation between INDOT and the City in the past few months working toward making a kinder, gentler bypass project. He presented some traffic count data he obtained from INDOT's website which suggested a decline in traffic along the bypass. To him this data indicates that the assumptions about the need for the project may be in question if these numbers are actually accurate and valid. It doesn't seem there is enough increase in traffic to justify the amount of money that will be spent on this project. It's critical to pause and get this right.

A. Topic Suggestions for future agendas

IX. Upcoming Meetings

A. Technical Advisory Committee – March 24, 2010 at 10:00 a.m. (McCloskey Room)
B. Citizens Advisory Committee – March 24, 2010 at 6:30 p.m. (McCloskey Room)
C. Policy Committee – May 14, 2010 at 1:30 p.m. (McCloskey Room)

Adjournment

**Public comment prior to vote (limited to five minutes per speaker*)

These minutes were adopted by the Policy Committee at their meeting held on _
(JFW)

DRAFT

Bloomington/Monroe County
Metropolitan Planning Organization

Crash Report

Calendar Years 2006 through 2008

May 2010

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Executive Summary

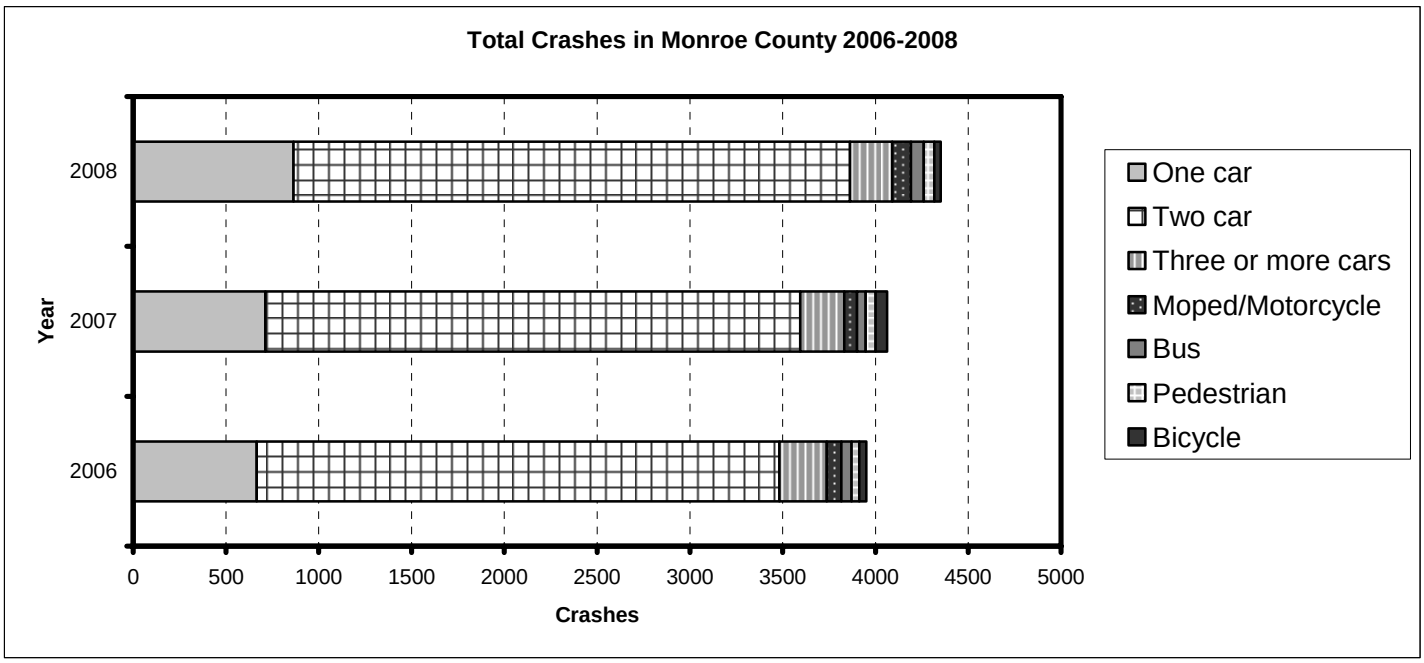
The 2008 Bloomington/Monroe County MPO Crash Report continues the series of ongoing annual reporting on the predominant causes and trends of motor vehicle crashes in Monroe County from 2006 to 2008. The Bloomington/Monroe County Metropolitan Planning Organization (MPO) issues an annual crash report that covers a three year timeframe each year such that effective time-series analyses of crashes within Monroe County are documented.

The findings of this report, and past reports, have been compiled to provide information to the Citizen's Advisory Committee, Technical Advisory Committee, and Policy Committee of the MPO. Additionally, the report(s) will be available to local government agencies, Indiana University, and the general public through the MPO website and the office of the Bloomington Planning Department.

A summary of the crash trends reported within Monroe County is provided below to highlight general information on crash data within Monroe County. In the following sections of this report, detailed tables, charts, and summaries are provided to highlight information on the frequency, severity, and other related characteristics of crashes that occurred from 2006 to 2008. Additionally, the appendix contains information and analysis aimed to assist target user groups of this report that other users may also find beneficial.

Summary of Crash Trends 2006 to 2008

A total of 12,367 crashes were reported between 2006 and 2008 (Table 1). This is slightly higher (3.4%) than the 11,961 crashes reported between 2005 and 2007. Total crashes for 2008 marked a 7.1% increase over total crashes for 2007. However, annual crash totals may decline for calendar year 2009 with recent national trends in lower vehicle miles traveled together with higher gas prices. Just over three quarters of the total crashes reported no injuries (property damage or unknown) and the rest reported various levels of severity in injuries sustained.



A further breakdown of the total 12,367 crashes provides useful insights to trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, and crashes that resulted in fatalities. Over the course of the three years analyzed, there were 30 fatalities (Table 4). This data is consistent with previous trends, but the total fatal crashes were slightly more than the 28 fatalities reported in the previous three year period. This is a noteworthy statistic to keep track of in future reports because typically fatality totals have ranged from 4 to 15 annually. Of the 30 fatalities, half (15) were from single vehicle crashes, seven involved mopeds/motorcycles, four involved two or more cars, and four involved pedestrians.

Issued: May 2010

The peak frequency rate of crashes continues to follow a predictable pattern. The greatest number of crashes occurred during weekday rush hours between 3:00 P.M. and 6:00 P.M. with an average slightly greater than 1 crash per hour (Figure 1). Similarly the weekend also follows a predictable pattern where the crash rate has a more even distribution through the day and early evening hours, with the exception being the hours between 7pm and 4am in which the weekend experiences a higher crash frequency than the rest of the week. Friday continued to have the highest crash frequency, while Sunday also continued to have the lowest number of crashes (Figure 2).

State highways are predominantly featured in the list of problematic intersections (Table 2). This could be attributable to several factors, but higher traffic volumes on these roads are likely a primary factor. The intersection at Bloomfield Rd and State Road 37 topped the list of problematic intersections followed by Vernal Pike and State Road 37 and then College Ave/Walnut St. and the Bypass. Because these intersections continue to exhibit high numbers of crashes from year to year, safety improvements should be considered. Other locations that do not involve state managed highways, such as 10th Street and Fee Lane, but show a high number of crashes should also be considered for safety improvements. The only road segment that had high crash numbers is Anderson Rd. between Dora Road and Lydy Road which had 2 fatalities. Other locations may be eligible for future safety improvements with a more in-depth analysis. Future reports need to develop a reliable methodology to normalize the total numbers of crashes for each location to volumes of traffic, road classification, and/or some other value so ranking problematic locations and intersections are not solely based on total crashes.

The leading cause of crashes during the study period was once again failure to yield right of way with 2,595 incidents (Table 3). This may be due to poor conditions such as intersection design, sight lines, signage, or pavement markings. Other leading causes include reaction to other driver behaviors, following too closely, and unsafe backing which together total 4,342 collisions. These causes may be reduced through law enforcement and education efforts as well as through using some physical improvements that can mitigate these causes. Running off the right side of the road and speeding in adverse weather rank in the top ten causes with a total of 898 incidents. These types of causes do present opportunities for physical safety improvements such as guard rails, rumble strips, and interactive signage and should be explored further to possibly reduce crashes of this nature.

Bicycle and pedestrian crashes are an important consideration due to a relatively high number of non-motorized trips in the area, and the sensitivity to injury of individuals using these modes. It is well understood that when compared to other types of crashes, those involving bicyclists and pedestrians are much more likely to result in a fatality or incapacitating injury. Therefore, reducing the frequency of these crashes is a priority. Three of the top five locations that reported crashes with bicycles and pedestrians are along Jordan Avenue on the Indiana University Campus (Table 6 and Figure A2). Numerous locations along Jordan Avenue should therefore be considered for future safety improvements. Although none resulted in a fatality in this area (Table 5), the Jordan corridor should be given a high priority to investigate the possible causes and solutions associated with these crashes.

Introduction

Increased mobility continues to be a defining aspect of life in the United States and around the world. Investment in transportation infrastructure has led to new opportunities for trade, travel, recreation, relocation, and economic growth. The enactment of the American Recovery and Reinvestment Act of 2009 speaks to the importance that transportation infrastructure plays in our society. The BMCMPO received approximately $3.1 million through this federal legislation to invest in our local transportation network. The benefits of these investments have yet to materialize, but should pay benefits in the years to come. However, the effectiveness of our transportation system continues to be undermined by human, economic, and financial costs attributable to motor vehicle crashes.

Motor vehicle crashes are a significant cause of death, injury, property loss and productivity loss in the United States. Preliminary data for 2007 shows that unintentional accidents were the 5th leading cause of death overall, and of the 117,075 total unintentional accidents reported, 45,832 (39.1%) are attributed to transportation[1]. While it may not be possible to completely eliminate motor vehicle crashes, gaining a better understanding of their causes can help transportation planners and engineers to reduce their frequency and severity. This report attempts to characterize the motor vehicle crashes in Monroe County, Indiana, providing the basis for informed transportation policies and infrastructure investments.

The annual Crash Reports demonstrate that motor vehicle crashes contribute to a significant loss of life, property, and productivity in Monroe County. Through continued efforts in crash reporting and analysis a better understanding of crash trends will be attained. From this information, targeted infrastructure investments should further improve safety on roads within the county. Therefore the purpose of this report is twofold. First, the report provides a consistent and straightforward means to disseminate annual crash data which can be utilized by any interested individual or organization. Second, the report provides another tool for civil engineers, transportation planners, and local policy makers to use when considering mitigation strategies aimed to reduce the frequency and severity of transportation related crashes. Specifically, the BMCMPO requires Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP – a detailed section is included in the appendix of this report). This program provides federal funding to target areas with high incidences of crashes. It is the overall goal of HSIP to reduce the frequency and severity of crashes at problematic locations. Through annual reporting and analysis, effective mitigation strategies can be implemented to further curtail crashes within Monroe County.

The report uses two time periods for analysis: 2008 and 2006-2008. Data from 2008 alone is used to give a "snapshot" of crash statistics in Monroe County, while data from 2006 to 2008 is used to illustrate trends and to establish baseline values. Additionally, it is often necessary to consider a longer time horizon (2006-2008) where data from a single year appears to be random. This is typically the case for bicycle and pedestrian crashes, fatalities and incapacitating injuries, and location analysis, where the number of crashes or individuals is comparatively small.

Methodology and Data Considerations

The data for the Bloomington/Monroe County Crash Report originates from the "Automated Report and Information Exchange System" (ARIES) of the Indiana State Police. This system contains crash data from police reports since 2003. The police report data is organized by collisions, units (vehicles), and individuals. These entities are related to one another based on the collision, but can also be analyzed independently. It is possible to retrieve information regarding collisions (e.g., where and when did the greatest number of crashes occur?), vehicles involved (e.g., how many crashes involved

[1] Centers for Disease Control, National Center for Health Statistics. National Vital Statistics Reports – Deaths: Preliminary Data for 2007. Volume 58, Number 1. http://www.cdc.gov/nchs/data/nvsr/nvsr58/nvsr58_01.pdf. Accessed on May 6, 2010.

bicycles?), and individuals involved (e.g., how old were the crash victims?). It is also possible to perform more complex analyses using attributes from each of these entities (e.g., which location had the most fatalities?).

As with any database, the validity of conclusions resulting from the data is contingent upon accurate and complete data entry. Lack of information from hit-and-run collisions, confusion surrounding alternate names of roads (e.g., Country Club Drive, Winslow Road), misspelled or misentered street names, and incomplete data entry undoubtedly introduced some error into the results. Therefore, results should not be interpreted rigidly.

A significant effort was made to correct data errors and validate results (e.g. location, geo coding, street names, etc.). It is important to note that the methodology used to assign a crash to a location was improved for this report. This will account for fluctuations in crash assignments between the last report and this report. Even though the new methodology resulted in different rankings than in the past, the list of problematic intersections remains relatively consistent. Consequently, some minor inconsistencies exist when comparing crash reports over several years because these quality control measures change when compared from previous reports. Therefore, it is understood that the most recent Crash Report issued reflects the best and most accurate crash information.

Once the data was corrected, collisions were categorized for analysis based on the type and severity of the crash. If the crash included a moped, motorcycle, bus, bicyclist or pedestrian, it was classified as a “moped”, “motorcycle”, “bus”, “bicycle” or “pedestrian” crash, accordingly, regardless of the number of vehicles involved. If the crash involved only motor vehicles, the “crash type” classification was based on the number of cars: one car, two cars, or three or more cars. The “severity” classification of a collision was based on the most severe injury that resulted from the crash. For example, if a crash resulted in a fatality as well as a non-incapacitating injury, the severity of the crash was classified as “Fatal Injury.” Most data methods used in the report are self-explanatory.

When reading the report, it is important to understand the distinction between “crashes” and “individuals.” The term “crash” is used when the characteristics of the crash itself are under consideration, whereas the terms “individual” and “fatality” are used when the focal point is the people involved. For example, the “Fatal Injury” column of Table 1 (“Crash by Type and Severity, 2006-2008”) shows how many crashes resulted in a fatal injury in 2008, but it would be incorrect to interpret this column as the number of fatalities in 2008, since more than one fatality can result from a single crash.

Analysis

Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2006-2008. These factors reflect trends in the overall safety of the transportation system.

In 2008, a total of 4,352 motor vehicle crashes were reported in Monroe County (Table 1). Of these, 11 resulted in one or more fatalities, while 47 caused incapacitating injuries. For the vast majority of crashes (3,460), injuries were not reported. Two-car crashes were the most common, comprising 68.9% of the total. One-car crashes and those involving three or more cars were also common, accounting for 19.9% and 5.2% of total crashes reported, respectively. Pedestrian, cyclist, moped/motorcycle, and bus crashes were much less frequent..

The overall number of crashes shows a slight increase each year from 2006 to 2008 with an average of 4,122 per year. The portion of crashes resulting in fatalities or incapacitating injury has shown a roughly 17% decrease year over year from 2006 to 2008. This figure should be monitored in future years to see if this trend continues.

Table 1. Crash by Type and Severity, 2006-2008

	Crash Type	Severity				Annual Total	Percent of Annual Total
		Fatal Injury	Incapacitating Injury	Non-incapacitating	No injury/unknown		
2006	One car	8	15	197	446	**666**	**16.9%**
	Two car	1	17	584	2215	**2817**	**71.3%**
	Three or more cars	0	10	99	145	**254**	**6.4%**
	Moped/Motorcycle	2	11	51	16	**80**	**2.0%**
	Bus	0	1	10	44	**55**	**1.4%**
	Pedestrian	1	10	29	1	**41**	**1.0%**
	Bicycle	0	4	33	1	**38**	**1.0%**
	Total	**12**	**68**	**1003**	**2868**	**3951**	**100.0%**
	Percent of Annual Total	**0.3%**	**1.7%**	**25.4%**	**72.6%**	**100.0%**	
2007	One car	2	10	161	540	**713**	**17.5%**
	Two car	0	28	495	2359	**2882**	**70.9%**
	Three or more cars	0	3	83	150	**236**	**5.8%**
	Moped/Motorcycle	1	11	46	11	**69**	**1.7%**
	Bus	0	0	4	43	**47**	**1.2%**
	Pedestrian	0	6	42	5	**53**	**1.3%**
	Bicycle	0	7	50	6	**63**	**1.6%**
	Total	**3**	**65**	**881**	**3114**	**4063**	**100.0%**
	Percent of Annual Total	**0.1%**	**1.6%**	**21.7%**	**76.6%**	**100.0%**	
2008	One car	4	10	170	680	**864**	**19.9%**
	Two car	1	19	449	2530	**2999**	**68.9%**
	Three or more cars	0	4	73	149	**226**	**5.2%**
	Moped/Motorcycle	3	9	64	27	**103**	**2.4%**
	Bus	0	0	6	63	**69**	**1.6%**
	Pedestrian	3	4	41	8	**56**	**1.3%**
	Bicycle	0	1	31	3	**35**	**0.8%**
	Total	**11**	**47**	**834**	**3460**	**4352**	**100.0%**
	Percent of Annual Total	**0.3%**	**1.1%**	**19.2%**	**79.5%**	**100.0%**	
3-Year	**Total**	**26**	**180**	**2718**	**9442**	**12366**	
	Percent of 3-Year Total	**0.2%**	**1.5%**	**22.0%**	**76.4%**	**100.0%**	

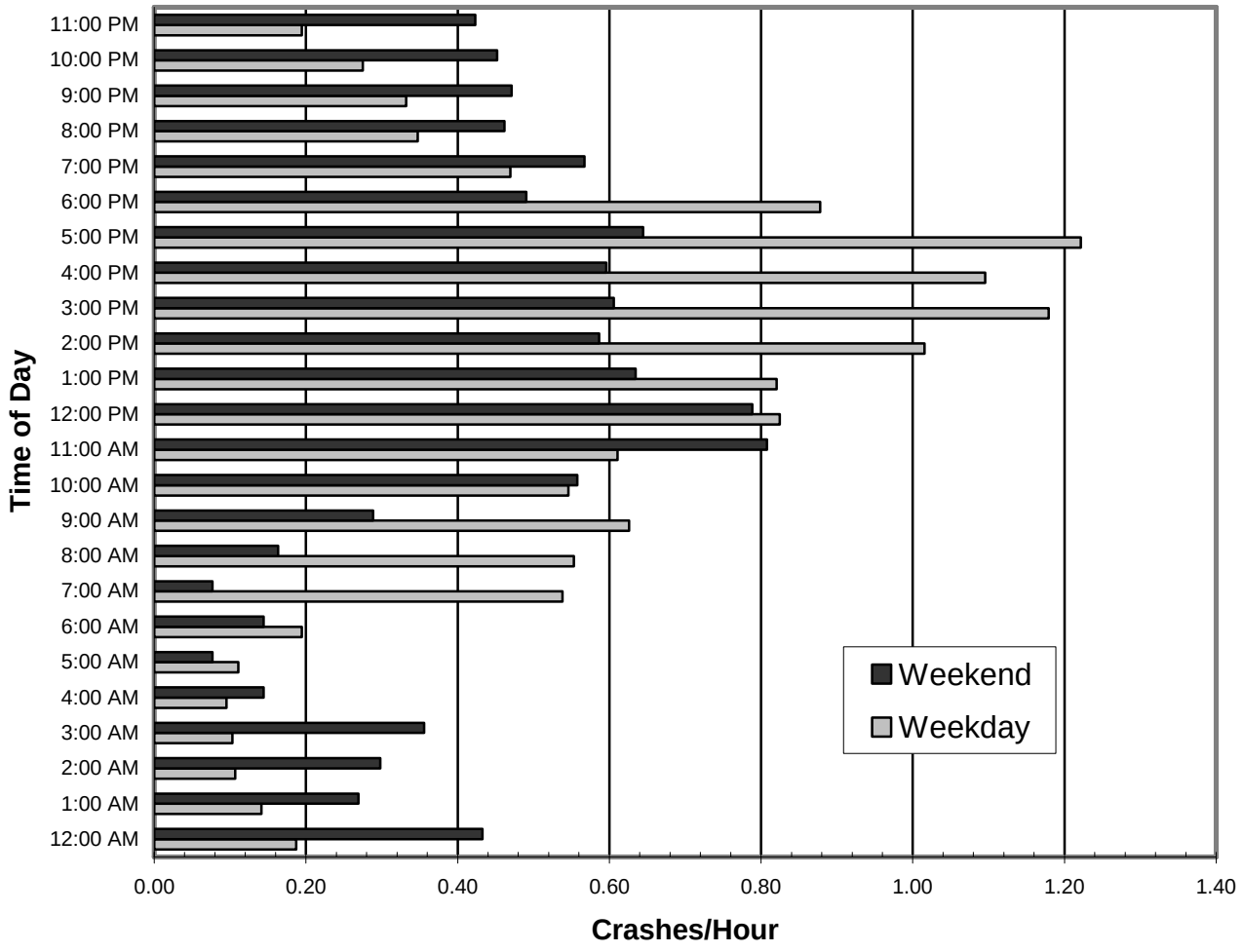
Time of Crashes

This section summarizes the number of crashes by hour and day. Information relating to the timing of crashes can be used by law enforcement agencies for preparatory measures. Additionally, decision makers may use this information in an attempt to reduce peak crash times.

On weekdays in 2008, the number of crashes typically increased in conjunction with traffic from the morning and noon rush hours – 7:00 AM to 9:00 AM, and 12:00 PM to 1:00 PM (Figure 1).[2] Hourly crashes also increased from 1:00 PM until around 5:00 PM. The late afternoon was the most likely time for a crash to occur, with roughly one per hour.

The hourly distribution of crashes for the weekend was less varied than for the work week. Crashes in the late evening and early morning were much more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the study period, a greater number of crashes occurred on Fridays than on any other day and the fewest crashes occurred on Sundays (Figure 2).

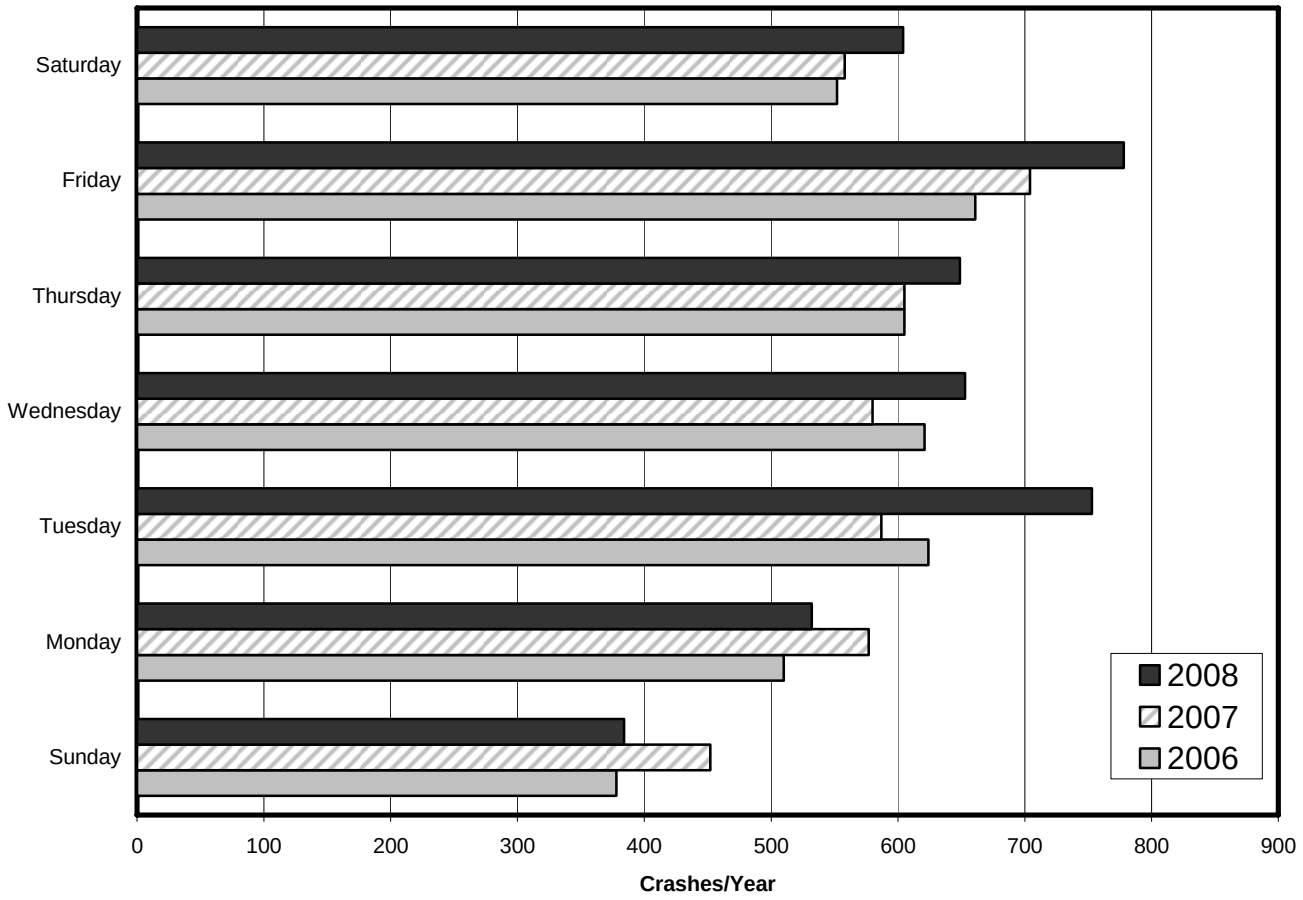
Figure 1. Crashes per Hour by Time of Day, 2008 [3]



[2] For the purposes of this report, "weekdays" begin on Sunday at 7:00 PM and end on Friday at 6:59 PM. Conversely, "weekends" begin on Friday at 7:00 PM and end on Sunday at 6:59 PM.

[3] Hours shown represent the beginning of the hour. For example, "12:00 AM" represents the time period from 12:00 AM to 12:59 AM.

Figure 2. Crashes by Day of Week, 2006-2008



Crash Locations

This section addresses the spatial distribution of crashes in Monroe County, highlighting problematic intersections and corridors by ranking locations. The ranking method used is based on the total number of crashes occurred at each location or intersection over three years. Transportation planners and engineers can use this information to prioritize infrastructure projects for safety improvements.

In 2008, the intersection with the greatest number of total crashes was N. College Avenue/N. Walnut Street and State Road 45/46 Bypass, where 63 crashes occurred (Table 2). However, the intersection of Bloomfield Rd at State Road 37 had the most crashes between 2006 and 2008 with 147 crashes. Intersection design factors, such as limited visibility, topographic constraints, and awkward turning movements, may also contribute to greater crash frequency at some these intersections and will require further investigation.

Locations and intersections that have lower traffic and/or hazardous conditions may not be identified using this ranking method because the total number of crashes is not large enough to make any reasonable sized list. However, crashes may comparatively occur at a frequent rate and increased severity level for some of these locations. Therefore, future reports should develop a methodology to normalize the data such that traffic volumes, road classifications, and/or other attributes can be used to rank problematic locations using several methods to aid transportation planners, engineers, and officials.

Table 2. Total Crashes Ranked by Location from 2006-2008

Rank	Intersection	Year			3-Year Total
		2006	2007	2008	
1	W Bloomfield Rd at S SR 37 Ramp	43	50	54	**147**
2	W 3rd St at S SR 37 Ramp	44	50	46	**140**
3	N SR 37 at W Vernal Pike	44	50	45	**139**
4	N College Ave/N Walnut St at E SR 45/46 Bypass	23	38	63	**124**
5	E 3rd St/S College Mall Rd at S SR 46	34	49	33	**116**
6	E 10th St at N SR 45/46 Bypass	41	31	41	**113**
7	E 3rd St at S Pete Ellis Dr	33	39	30	**102**
8	S Liberty Dr at W SR 45	25	32	34	**91**
9	S Curry Pike / S Leonard Springs Rd at W SR 45	17	37	35	**89**
10	E 10th St at N Fee Ln	32	24	23	**79**
11	E 3rd St at S Kingston Dr	23	25	26	**74**
12	W 3rd St at S Gates Dr	34	12	26	**72**
13	S Walnust Street Pike at E Winslow Rd	28	19	22	**69**
14	W 3rd St at S Liberty Dr.	13	20	32	**65**
15	E 10th St at N Jordan Ave	34	10	19	**63**
16	N Kinser Pike at W SR 45/46 Bypass	12	25	21	**58**
17	SR 446 at SR 46	11	22	22	**55**
18	Grimes Ln at S Walnut St	20	17	17	**54**
19	E 3rd St at S Smith Rd	22	13	17	**52**
20	W 3rd St at S Landmark Ave	20	19	12	**51**
21	7th St at N Walnut St	17	17	16	**50**
22	E 3rd St at S Woodlawn Ave	12	21	16	**49**
22	W 3rd St at S Curry Pike	9	19	21	**49**
24	E Awater Ave at S Henderson St	21	10	17	**48**
24	Kirkwood Ave at S Walnut St	15	17	16	**48**
24	W 17th St / Arlington Rd at N Monroe St	16	13	19	**48**
27	E 2nd St at S College Mall Rd	15	16	16	**47**
27	E 3rd St at S Jordan Ave	14	16	17	**47**
27	S College Mall Rd at E Covenanter Dr	8	20	19	**47**
30	E 17th St at N SR 45/46 Bypass	20	18	8	**46**
30	E 3rd St at S Washington St	15	23	8	**46**
30	E Eastgate Ln at N SR 46 Bypass	17	13	16	**46**
33	E 10th St at N Pete Ellis / Range Rd	17	14	14	**45**
33	E 13th St at N Indiana Ave	15	13	17	**45**
33	E 3rd St at S Highland Ave	16	20	9	**45**
33	W 2nd St at S Rogers St	11	11	23	**45**
33	W 3rd St at S College Ave	18	13	14	**45**
38	E 10th St at N Union St	15	16	13	**44**
38	3rd St at S Walnut St	14	13	17	**44**
38	W 7th St at N College Ave	15	18	11	**44**
41	W 10th St at N College Ave	11	14	18	**43**
42	E 17th St at N Fess Ave	11	14	14	**39**
42	N Dunn St at E SR 45/46 Bypass	11	13	15	**39**
42	Indiana Ave at E Kirkwood Ave	11	15	13	**39**
45	E 3rd St at S Dunn St	10	15	13	**38**
45	E 3rd St at S Indiana Ave	17	13	8	**38**
45	W Kirkwood Ave at Rogers St	8	15	15	**38**
48	E 17th St at N Fee Ln	12	18	7	**37**
48	E 3rd St at S Overhill Dr	13	13	11	**37**
48	E 3rd St at Woodscrest Dr	6	15	16	**37**
48	E Rhorer Rd at S Walnut Street Pike	10	10	17	**37**
48	SR 37 at S. Victor Pike	16	14	7	**37**
48	W Gordon Pike at Old SR 37 / S Walnut St	8	11	18	**37**

Crash Factors

This section summarizes the primary crash factors from 2006 to 2008. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. For instance, unsafe speeds can be addressed by traffic enforcement and road design, while the tendency of motorists to drive off the road can be mitigated with a guardrail or rumble strips. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol. Driving under the influence of alcohol (ranked 12th with 343 total crashes) or driving while fatigued (ranked 22nd with 83 crashes) do not contribute to as many crashes as the more common driver errors, but such crashes tend to be more severe.

Failure to Yield Right of Way was the most common cause of crashes during the study period, contributing to almost 2,600 crashes from 2006 to 2008. Other driver errors (such as reacting to other driver behaviors), following too closely, and unsafe backing were also significant. Table 3 shows the top 10 primary crash factors for 2006-2008, which account for over three-quarter of total accidents.

Table 3. Total Crashes Ranked by Primary Factor with Severity, 2006-2008

Rank	Primary Factor	Severity				3-Year Total
		Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	No Injury/ Unknown	
1	Failure to yield right of way	0	41	673	1881	**2595**
2	Other (driver)	2	21	350	1508	**1881**
3	Following too closely	0	10	336	1009	**1355**
4	Unsafe backing	0	1	32	1073	**1106**
5	Driver distracted	1	8	151	412	**572**
6	Disregard signal/sign	0	12	181	336	**529**
7	Ran off road to the right	11	9	147	299	**466**
8	Speed too fast for weather conditions	0	3	95	334	**432**
9	Improper turning	0	2	47	356	**405**
10	Roadway surface condition	1	5	54	312	**372**

Fatalities

This section provides a focused look at motor vehicle fatalities in Monroe County from 2006 to 2008. This information provides critical insight into the nature of fatal crashes and the victims of these crashes. As with previous sections, the material presented here can be useful for enforcement, education, and decision-making.

In 2008, there were eleven fatalities (Table 4) in Monroe County as a result of eleven different crashes with fatalities (Table 1). Of these, four resulted from single-car crashes, one from multiple car crashes, three from crashes involving a moped or motorcycle, and three from crashes involving a pedestrian. Typically the county has had 9 to 15 fatalities annually since 2003 and the data for 2008 shows a resumption of this trend after a significant decrease in 2007.

Over the period from 2006 to 2008, the average annual number of fatalities per 100,000 residents was 7.8 for Monroe County. This figure is well below the U.S. average of 13.4 for the same time period[4]. Past reports demonstrated a slight decline in this figure since 2003. This report marks a reversal of this trend or perhaps a leveling off since the fatalities per 100,000 went up slightly from 7.4 (last report) to 7.8 (this report).

[4] U.S. Department of Transportation, National Center for Statistics & Analysis. Fatality Analysis Reporting System, Web-Based Encyclopedia. http://www-fars.nhtsa.dot.gov/ Accessed on May 7, 2010.

Table 4. Fatalities by Crash Type, 2006-2008

Year	Crash Type					Annual Total	Fatalities per 100,000 Population
	One car	Two cars or more	Moped and Motorcycle	Bicycle	Pedestrian		
2006	8	3	3	0	1	**15**	**11.84**
2007	3	0	1	0	0	**4**	**3.13**
2008	4	1	3	0	3	**11**	**8.51**
Total	**15**	**4**	**7**	**0**	**4**	**30**	**7.82**

Fatalities by Location

This section summarizes the locations for crashes that resulted in fatalities. Reducing fatalities to zero is an attainable goal through law enforcement, education, and safety improvements. There were 25 crashes that resulted in 30 fatalities from 2006 to 2008. These locations are identified in Table 5. Location information, such as this, will aid transportation planners, engineers, and officials to identify problematic locations. This is only the second year to report crash type with fatalities by location and thus it is difficult to draw any conclusions at this time. However, fatalities are a major component in determining the funding awarded through HSIP (see the appendix section for more information) and this information may be useful to evaluate these locations for possible funding.

Table 5. Fatal Crashes by Crash Type by Location, 2006-2008

Location	Crash Type				
	One Car	Two or More Cars	Moped or Motorcycle	Bicycle	Pedestrian
Anderson Rd from Dora Rd to Lydy Rd	1		1		
N Curry Pike at Broadway Ave					1
S Johnson Ave at Beaumont Ln					1
E Braeside Dr at N Pete Ellis Dr	1				
E Ellis Rd at N Showers Rd			1		
E SR 46 at E Trailway Dr	1				
Fairfax Rd from Harbor Dr to Cleve Butcher Rd	1				
N Pioneer Ln at W Woodyard Rd	1				
S Cave Rd at W SR 48	1				
S Fox Chase Run at E Rhorer Rd	1				
S Knightridge Rd at S Leco Ln			1		
SR 37 from Burma Rd to Bryants Creek Rd	1				
SR 45 from Airport Rd to Leonard Springs Rd					1
SR 46 from Kent Rd to Brummetts Creek Rd		1			
SR 48 from Vernal Pike to Garrision			1		
Vernal Pike from SR 48 to Oard Rd	1				
W Arlington Rd at N Rajumi Dr					1
W Church Ln at S Southway Dr	1				
W Fluck Mill Rd at S Victor Pike	1				
W Gourley Pike at N Kinser Pike	1				
W Howard Rd at W Vernal Pike	1				
W Old SR 45 at W SR 45		1			
W Prospect St at S Rogers St	1				
W SR 46 at E Temprence St			1		

Bicycle and Pedestrian Crashes

This section reports on the number of bicycle and pedestrian crashes in Monroe County from 2006 to 2008. Such crashes are an important consideration in Bloomington and Monroe County due to a relatively high number of non-motorized trips in the area. For instance, the 2000 U.S. Census reported that 2.7% of commuters in Bloomington use a bicycle as their primary mode of transportation, while 14.5% walk. By comparison, 0.3% of Indiana commuters reported bicycling and 2.4% reported walking as their primary modes. In addition, individuals using these modes of transportation are particularly sensitive to injury. Anecdotal evidence suggests that more commuters in Bloomington are biking and walking as a primary mode of transportation, which further supports the need to address safety concerns and reduced crash incidents.

In 2008, there were 35 reported crashes involving a cyclist and 56 involving a pedestrian (Table 1). Of these, three pedestrians were fatally injured. There were also four pedestrian and one bicycle crashes in 2008 that resulted in incapacitating injuries. Over the period from 2006 to 2008, 286 pedestrian and bicycle crashes were reported, resulting in four pedestrian fatalities. It is well understood that bicycle and pedestrian crashes more often resulted in injury when compared with other crash types, thus the need to reduce the frequency and severity of these crashes.

Over the past several years, Jordan Avenue has emerged as a problematic corridor for pedestrians and cyclists, as illustrated in Table 6. Three of the top four ranked locations are along a .6 mile stretch of Jordan Avenue between 3rd Street and Law Lane.

Table 6. Bicycle and Pedestrian Total Crashes Ranked by Location with Crash Type, 2006-2008

Rank	Intersection	Crash Type		Total
		Bicycle	Pedestrian	
1	E 7th St @ N Jordan Ave	5	2	7
2	N Jordan Ave @ E Law Ln	5		5
3	E 17th St @ N Fee Ln		5	5
4	E 3rd St @ S Jordan Ave	2	3	5
5	W 6th St @ N Rogers St	3	2	5
6	3rd St @ S Walnut St	1	3	4
7	E 10th St @ N Fee Ln	3	1	4
8	Indiana Ave@ E Kirkwood Ave	1	3	4
9	W Kirkwood Ave @ Rogers St	1	3	4
10	N Fee Ln @ E Law Ln	2	1	3
11	Kirkwood Ave @ S Walnut St	1	2	3
12	8th St @ N Walnut St	1	2	3
13	E 10th St @ N Union St	1	2	3
14	7th St @ N Walnut St		3	3
15	W 7th St @ N College Ave	2	1	3

Conclusion

This report has demonstrated a number of meaningful trends relating to motor vehicle crashes in Monroe County. The information should inform transportation decision-making and, ultimately, lead to a safer, more efficient transportation system.

Some problem areas noted in the report are already in the process of being addressed. For example, the City of Bloomington recently improved the intersection of 17th Street & Fee Lane in 2008. Safety improvements for two other locations will commence soon in 2010 for Atwater Avenue and Henderson Street. Additionally, Monroe County finished improvements to the dangerous curve at Rogers Road and Smith Road. All three of these projects are expected to reduce the frequency and severity of crashes and it will be noteworthy to highlight crash data for these locations in future reports.

There are many locations and areas that highlight problematic locations for crashes. Most of these will need further study to see if there are any physical improvements that can be implemented to improve safety. This report however has initiated the first step by identifying problematic locations, like previous reports do. It is expected that transportation planners, engineers, and officials together will use this information to prioritize locations that need immediate attention and possibly seek HSIP funding or other means (enforcement, education) to improve safety.

Several intersections along State Roads (37, 45, 46, Bypass) continue to be problematic by the sheer frequency of crashes. Because of jurisdictional boundaries at these locations, state and local officials, engineers, and staff will need to coordinate targeted safety improvements and reach agreements before any improvements can occur. Another area of notable concern is the Jordan Avenue corridor between Law Lane and 3rd Street for high concentrations of crashes associated with bicyclists and pedestrians. The Jordan Avenue corridor presents a case for further study for immediate safety improvements.

Data and analysis on other attributes are included within this report (e.g. bus, moped, motorcycle, fatalities, causes, locations, severity of crashes) and provide additional information to further aid users to identify trends and/or areas of concern. At this time there are no noteworthy aspects to this data to highlight. Future versions of this report should consider a more detailed analysis of the circumstances of fatal crashes and the characteristics of individuals involved in fatal crashes. An improved understanding of these factors would help the community to better focus its efforts on reducing motor vehicle fatalities, which is one of the primary purposes of this report.

Additionally future versions of the Crash Report should develop another potentially instructive byproduct of the crash data – evaluation of locations that implemented safety improvements. Most recently this would include 17th and Fee intersection, Rogers Road and Smith Road, and Atwater Avenue and Henderson Street intersection that have implemented or will soon implement safety improvements based upon past crash data. Evaluation of future crash data at these, and other, locations will further aid in implementing appropriate and effective mitigation strategies to reduce crashes. Projects funded through the HSIP will also be required to analyze crash trends before and after road improvements. This too could help demonstrate the effectiveness of the safety improvements implemented. Since crash data is not yet available for periods after these planned improvements have been implemented, the evaluation aspect of the report will not be included, but is expected in forthcoming annual reports.

Appendix

Figure A1. Map of Top 50 Ranked Total Crashes by Location, 2006-2008

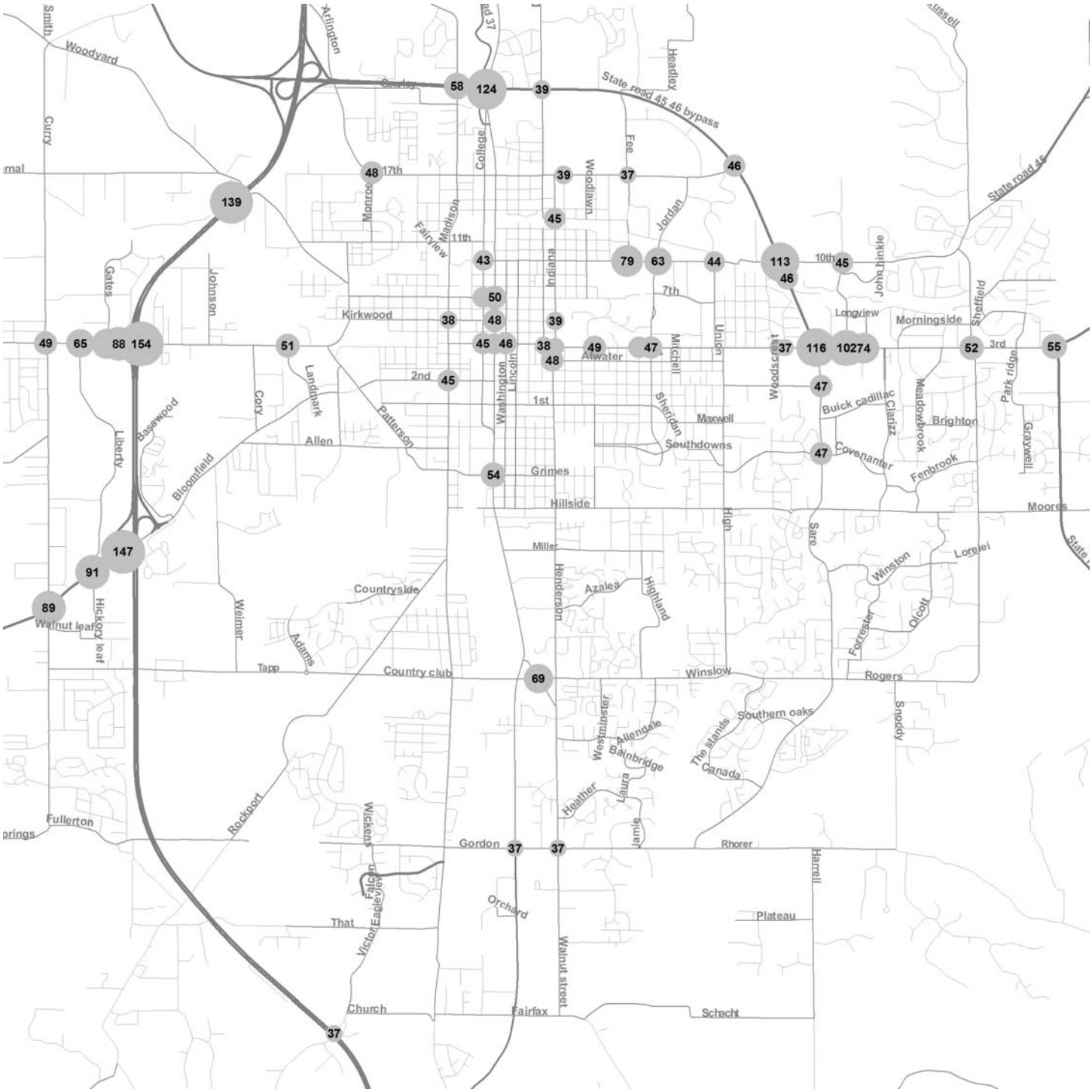


Figure A2. Map of Top 25 Ranked Total Bicycle and Pedestrian Crashes by Location, 2006-2008

Figure A3. Map of Crashes with Fatalities by Location, 2006-2008

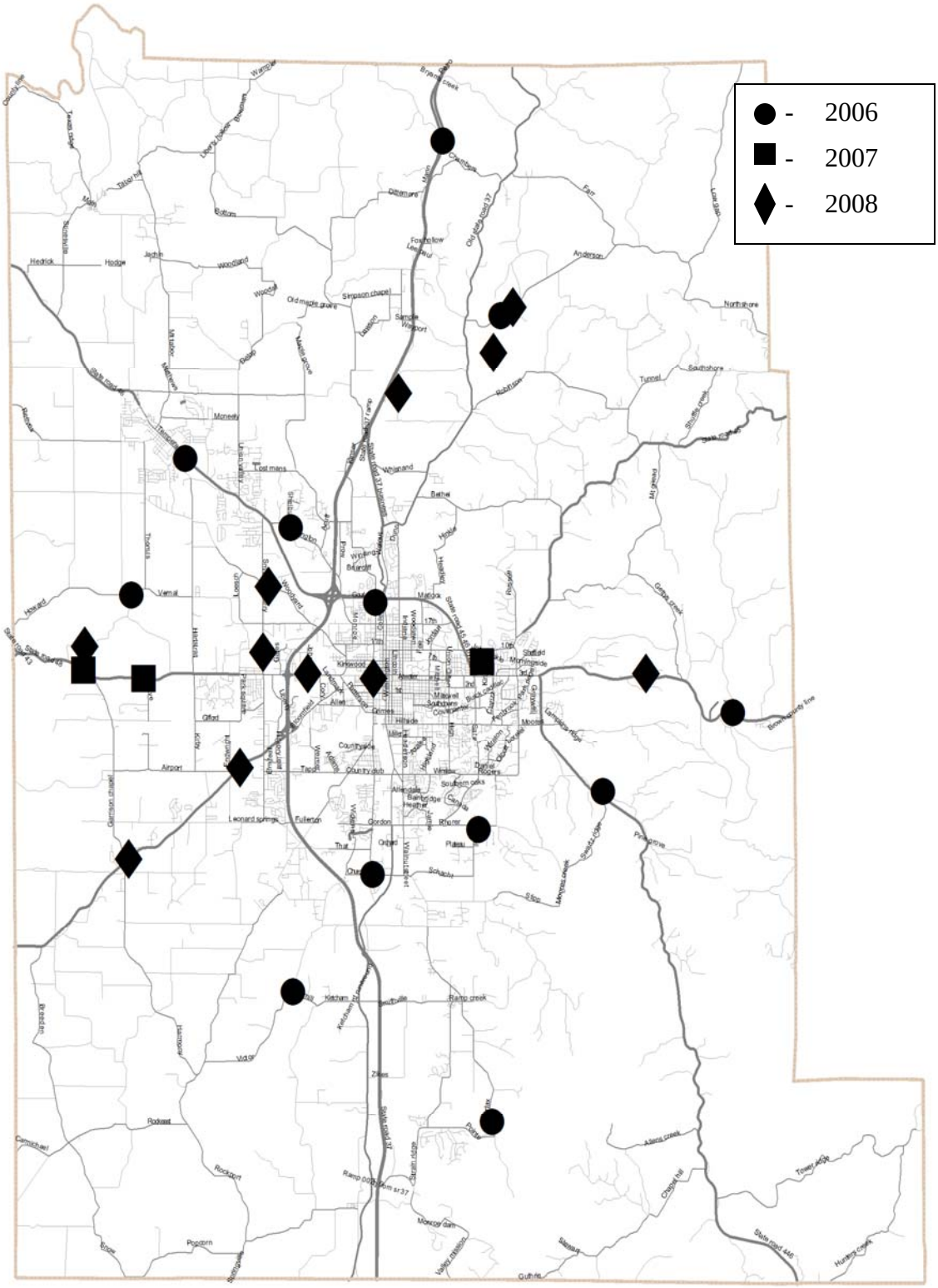


Figure A4. Fatalities by Gender and Crash Type, 2006-2008

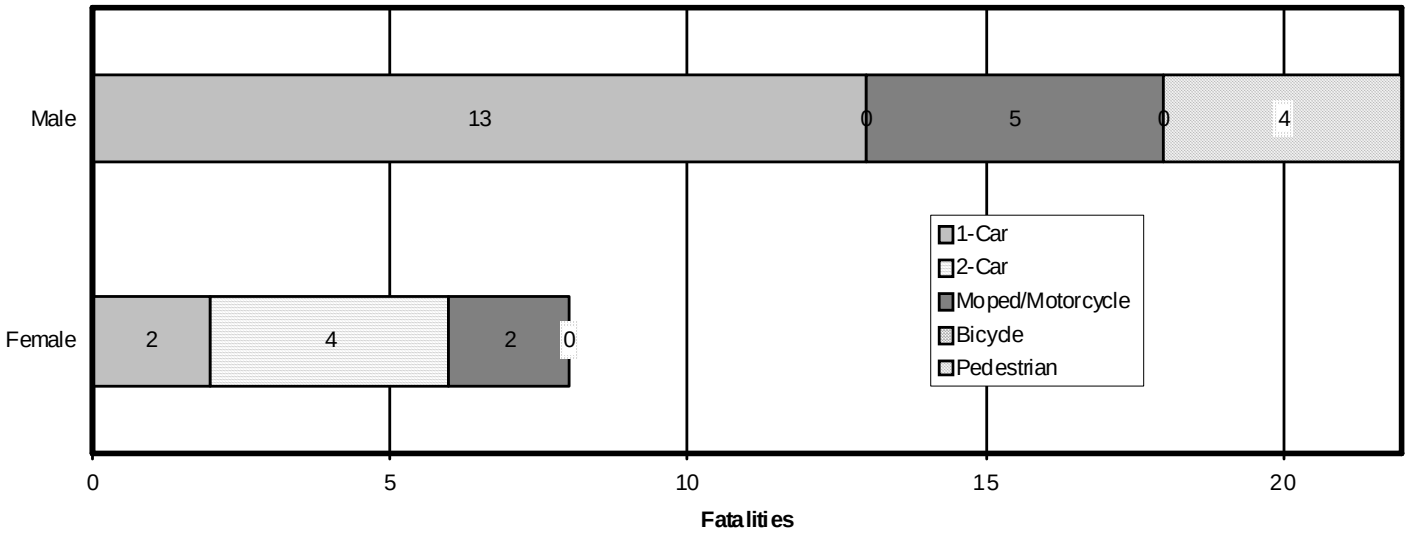
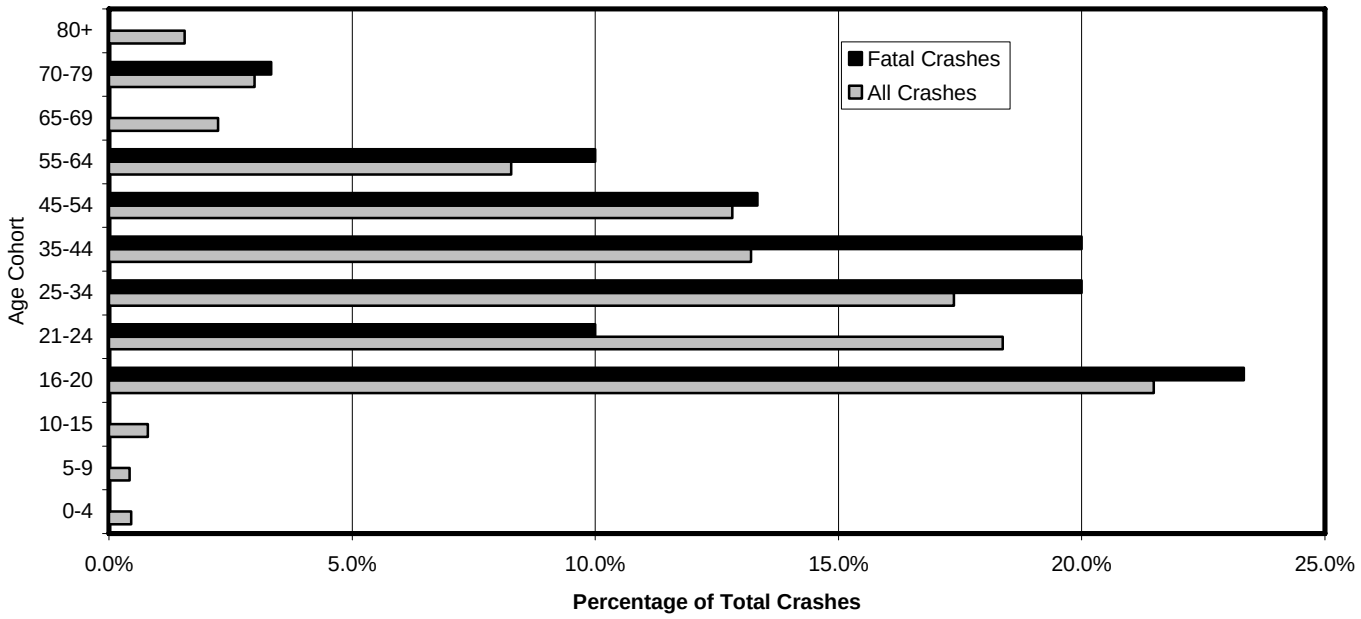


Figure A5. Portion of Individuals in All Crashes and Individuals Fatally Injured, by Age Class, 2006-2008 [5]



HSIP Eligibility List

The Highway Safety Improvement Program (HSIP) is a program that provides federal funding for areas with high incidence of crashes identified within the annual crash reports. The intent of the funding is to leverage effective safety improvements in a timely fashion to reduce the severity and frequency of crashes. Below is the list of eligible locations for HSIP funding located along local roads. Other locations not listed below may be eligible for HSIP funding and additional information can be found within the detailed HSIP application.

[5] For the purposes here, individuals whose age was not reported were excluded from the total number of individuals.

Table A1. Listing of Eligible HSIP Locations, 2006 – 2008

Rank	Location	Fatal & Incapacitating Injury Crashes	Total Crashes	Fatal	Incapacitating	Non-incapacitating	Property Damage
1	S WALNUT STREET PIKE @ E WINSLOW RD	2	69		2	18	49
2	W GORDON PIKE / S WALNUT ST @ S OLD SR 37	2	37		2	7	28
3	N DUNN ST @ N OLD SR 37	2	32		2	13	17
4	W GOURLEY PIKE @ N KINSER PIKE	2	15	1	1	2	11
5	S CURRY PIKE @ W GIFFORD RD	2	13		2	3	8
6	E 3RD ST @ S BALLANTINE RD	2	13		2	3	8
7	HILLSIDE DR @ S WALNUT ST	2	10		2	3	5
8	ANDERSON RD from DORA RD to LYDY RD	2	2	2			
9	E 10TH ST @ N FEE LN	1	79		1	6	72
10	W 3RD ST @ S LANDMARK AVE	1	51		1	17	33
11	W 17TH ST @ W ARLINGTON RD @ N MONROE ST	1	48		1	14	33
12	E ATWATER AVE @ S HENDERSON ST	1	48		1	11	36
13	3RD ST @ S WALNUT ST	1	44		1	8	35
14	4TH ST @ S WALNUT ST	1	35		1	6	28
15	COLLEGE AVE @ W KIRKWOOD AVE	1	35		1	5	29
16	W 3RD ST @ S KIMBLE DR	1	31		1	6	24
17	E MILLER DR @ S WALNUT ST	1	31		1	6	24
18	E 10TH ST @ N WOODLAWN AVE	1	31		1	3	27
19	N SMITH PIKE @ W WOODYARD RD	1	29		1	10	18
20	E 10TH ST @ N INDIANA AVE	1	26		1	9	16
21	W BLOOMFIELD RD @ S LANDMARK AVE	1	26		1	6	19
22	E 3RD ST @ S LINCOLN ST	1	26		1	3	22
23	17TH ST @ N WALNUT ST	1	24		1	3	20
24	SALE ST @ W TEMPERANCE ST	1	24		1	15	8
25	W 3RD ST @ S FRANKLIN RD @ S WYNNEDALE DR	1	23		1	5	17
26	E BUICK CADILLAC BLVD @ S COLLEGE MALL RD	1	21		1	4	16
27	E ROGERS RD @ S SARE RD	1	21		1	2	18
28	N CURRY PIKE @ W VERNAL PIKE	1	20		1	4	15
29	W 2ND ST @ S WALKER ST	1	19		1	8	10
30	E 10TH ST @ N DRIVE TO HILLTOP GARDENS	1	19		1		18
31	E 3RD ST @ S UNION ST	1	18		1	1	16
32	E KIRKWOOD AVE @ LINCOLN ST	1	18		1	3	14
33	W GORDON PIKE @ S ROGERS ST	1	17		1	2	14
34	N ADAMS ST @ W VERNAL PIKE	1	17		1	2	14
35	W 3RD ST @ S PATTERSON DR	1	17		1	2	14
36	E 3RD ST @ S CLARIZZ BLVD	1	16		1	3	12
37	E 3RD ST @ E MORNINGSIDE DR	1	15		1	6	8
38	S BANTA AVE @ W COUNTRY CLUB DR	1	15		1	2	12
39	S WALNUT ST @ S WALNUT STREET PIKE	1	15		1		14
40	W COUNTRY CLUB DR @ S MADISON ST	1	15		1	2	12
41	E 17TH ST @ N LINCOLN ST	1	15		1	3	11
42	W 11TH ST @ N ROGERS ST	1	14		1	6	7
43	E HILLSIDE DR @ S WOODLAWN AVE	1	13		1	1	11
44	ADAMS ST @ W KIRKWOOD AVE	1	13		1	1	11
45	W 8TH ST @ N ROGERS ST	1	12		1	1	10
46	S ADAMS ST @ W ALLEN ST	1	11		1	2	8
47	E BRAESIDE DR @ N PETE ELLIS DR	1	10	1		2	7
48	W 3RD ST @ S MADISON ST	1	10		1	1	8
49	W 11TH ST @ W VERNAL PIKE	1	10		1	2	7
50	E 10TH ST @ N WASHINGTON ST	1	9		1	3	5

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Policy Committee Members

From: Raymond Hess, Sr. Transportation Planner

Date: May 7, 2010

Re: 2030 Long Range Transportation Plan Readoption

The Bloomington/Monroe County Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan (LRTP or Plan) will expire in March 2011, five years after its adoption in March 2006. The Plan must show a 20-year time horizon at the time of adoption, and must be updated at least every five years. In order to stay compliant with federal regulations and avoid any risk of jeopardizing federal transportation funding, MPO staff is proposing to readopt the existing Plan with **no changes**. FHWA has indicated that "it would be acceptable to just update the current 2030 [Plan], reaffirm goals, objectives and adequacy of latest planning assumptions." This would establish a new five year life of the Plan. Assuming this readoption occurs, the MPO would undertake a more comprehensive plan update prior to the new deadline of 2015. Note: Since there are no changes proposed to the Plan, it is not included in the packet. It can be downloaded from www.bloomington.in.gov/mpo.

Reaffirmation of Goals and Objectives

The 2030 Long Range Transportation Plan was developed in 2005 and adopted in 2006. The process included a combination of thorough technical analysis and extensive public participation (refer to Appendix B: Methodology; pp. 112-121). A primary focus in the development of the Plan was to formulate a vision statement that captured the priorities of the community. The Vision Statement "serves as the policy guide for the development of a system-wide, multi-modal, Long Range Transportation Plan" (refer to Chapter 2: Vision Statement; pp. 21-30).

The Goals and Objectives of the Plan are contained within the Vision Statement. Twelve goals and forty-seven objectives are organized under the following seven core principles:

- community sustainability,
- environmental stewardship,
- fiscal responsibility,
- connectivity for all forms of transportation,
- economic vitality and economic development,
- multi-modal accessibility,
- cross-jurisdictional coordination.

The Goals and Objectives of the Plan are still valid because of their comprehensive and holistic approach to transportation issues in the metropolitan planning area. There has not been a demand to update the Goals or Objectives of the Plan by the public or the Committees of the MPO.

Reaffirmation of Planning Assumptions

Staff asserts that the planning assumptions of the Plan are still valid for the following reasons:

- *Travel Demand Model Inputs remain valid* – The Travel Demand Model is a technical input into the Plan which evaluates the impact of projects on the transportation network through computer simulations. The inputs into the model, such as Census 2000 population figures, continue to be acceptable sources of data at this time.
- *Identified Projects remain valid* – The Plan's list of projects is still valid for State and local projects. In fact, many of the projects that were identified as "Existing" or "Committed" in 2006

are just now underway (e.g. SR45/46 Bypass, Vernal Pike, and W. 3rd Street; pp 124-125) and won't be finished for another 1-2 years.

- *Financial Forecasts* – The financial forecasts included in the Plan remain feasible (refer to Chapter 4: Financial Forecast; pp 85-94). This may change when new national transportation legislation replaces SAFETEA-LU, but until such time, these financial projections remain valid.

Rationale for readoption vs. development of new Plan

Staff supports readoption of the existing Long Range Transportation Plan without change instead of developing a new Plan for the following reasons:

- *Limited Funding / Time* – The readoption can be done by MPO staff and will not require hiring a consultant (the cost of which could exceed $100,000). It will simply require reaffirmation of goals, objectives, and adequacy of planning assumptions (as detailed above).
- *Better Data forthcoming* – There is interest in completely overhauling the Plan's Travel Demand Model from both staff and members of the public. One of the key pieces of data that goes into the model is population information provided by the Census Bureau. Waiting a couple of years to update the Travel Demand Model is strongly recommended because it would allow the MPO to use new 2010 Census information rather than relying on projections from the original 2000 Census data.
- *New Federal Legislation forthcoming* – New federal transportation legislation is expected in the next year. The forthcoming legislation may set new requirements of the Plan and the Travel Demand Model. Additionally, new federal legislation will certainly impact the fiscal assumptions made when selecting future transportation projects. Without projections for federal funding based on new legislation, it would be difficult to know what the MPO could afford to implement during our 20 year time frame.
- *20 Year Horizon* – Federal law requires that the LRTP cover a span of 20 years at the time of adoption. If the LRTP is readopted in 2010, this criterion will be met since the Plan horizon extends to 2030. This opportunity is lost if the MPO waits until 2011 to update the Plan.

Public Comment

The MPO's Public Participation Plan dictates that adoption of a Long Range Transportation Plan warrants a minimum 30 day public comment period. Staff issued a notice of public participation in the Herald Times on March 27th which concluded on April 26th. No written comments were received during the public comment period.

Timelines

Readoption of existing 2030 Long Range Transportation Plan – the following timeline identifies the completed and future steps needed to readopt the 2030 Long Range Transportation Plan.

- 2/24/10 – Broach the issue with the Citizens Advisory Committee (CAC) & Technical Advisory Committee (TAC) and seek direction (*complete)*
- 3/12/10 – Broach the issue with the Policy Committee and seek direction *(complete)*
- 3/24/10 – Discuss the issue further with the CAC & TAC *(complete)*
- 3/27-4/26/10 – 30 Day Public Comment period *(complete)*
- 4/28/10 – Seek CAC & TAC recommendations *(complete)*
- 5/14/10 – Seek Policy Committee adoption *(anticipated)*

Creation of new 2035 Long Range Transportation Plan – the following draft timeline is a non-exhaustive strategic development process to develop a new LRTP. Please note that the dates are very preliminary and should not be interpreted as firm deadlines, especially later in the process. It should also be noted that some the steps of the process may change as research is conducted, new goals are identified, or new direction is desired. Any number of variables could drastically alter how the LRTP is developed.

- Form an LRTP Task Force (Summer 2010)
    - Form Task Force comprised of members from each MPO Committee

    - Task Force will work with staff throughout LRTP development and provide direction
    - Report to CAC, TAC, and PC throughout LRTP development
- Identify direction and process (Fall 2010)
    - Conduct research on existing and possible federal requirements
    - Identify what other progressive communities are doing and how they are doing it
    - Refine the timeline and LRTP update scope throughout LRTP development
- Perform gap analysis and begin corrective measures (Winter 2011)
    - Inventory existing data
    - Identify shortfalls in data needed for robust Travel Demand Model
    - Begin collecting data in Fall 2010 and continue throughout course of LRTP development
- Visioning Process (Spring 2011)
    - Embark on comprehensive visioning process for the new LRTP. The visioning process should steer the rest of the development of the Document (public workshops)
    - Explore possibility of statistically significant survey gauging preference of residents
- Financial Forecast (Fall 2011)
    - Coordinate with federal, state, and local agencies on anticipated revenue streams
    - Identify how funds can be spent (restrictions/allowances for different funding sources)
- Consultant Selection process (Spring/Summer 2012)
    - Identify possible consulting firms
    - Identify selection criteria
    - Issue RFP, RFQ, or other process
- Travel Demand Model Development (Summer/Fall 2012)
    - New census data should be available
    - Collect data required by consultant to perform work
    - Calibrate model to existing conditions
- Call for Projects (Fall 2012)
    - Identify possible projects in coordination with LPAs
    - Identify possible projects as identified by the community (public workshops)
- Individual Project Evaluation (Winter 2013)
    - Evaluate projects individually against the Vision Statement
- Alternatives Analysis (Spring 2013)
    - Model different project scenarios to see which combination of projects achieves goals of vision statement
    - Seek public input on the preferred projects list to be implemented over the next 20 years (public workshops)
    - Refine Preferred Project list based on public input
- Write LRTP (Summer 2013)
    - Synthesize all previous work into new Long Range Transportation Plan
- Finalize LRTP (Fall 2013)
    - Public Workshops on final Document and written public comment period
    - Seek action from MPO Committees

<u>Recommendations</u>
The Technical Advisory Committee recommended readoption of the LRTP on April 28, 2010 by a vote of 12-0. The Citizens Advisory Committee also recommended readoption on April 28, 2010 by a vote of 11-2. Staff also recommends readoption.

<u>Action Requested</u>
The Policy Committee is requested to take action on the readoption of the 2030 Long Range Transportation Plan. The action should include a reaffirmation of the goals and objectives of the LRTP as well as acknowledgement that the planning assumptions are still valid. Lastly, staff would like feedback on the proposed timeline for the development of a new Long Range Transportation Plan.

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: MPO Policy Committee Members

From: Raymond Hess, Sr. Transportation Planner

Date: May 7, 2010

Re: FY2009-2010 Unified Planning Work Program Amendment

Background

Monroe County has hired a firm to do county-wide aerial photography. The scope of work includes orthophotography (aerial photos), Light Detection and Ranging (aka LiDAR - for elevation determination), and contour mapping (change in elevation). This information is then linked to specific latitude and longitude coordinates in Geographic Information Systems (GIS). The resulting product is data layers that can be used in GIS programs to develop maps, perform analysis, and understand the geo-spatial aspects of an area related to a project.

Relevance to the MPO

The GIS layers collected as part of this project are shared between Monroe County, the City of Bloomington, and subsequently, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO). This information is also available to the public on the County's Web GIS (http://gis.co.monroe.in.us/) and the City's Interactive Map (http://bloomington.in.gov/interactive_map). Other MPOs in the State support GIS initiatives because of the role GIS plays in transportation and land use planning. Additionally, the Area Plan Commission of Tippecanoe County (the MPO which serves the Lafayette urbanized area) has highlighted the importance of collecting these GIS data layers in a Census year because different sources of data can be linked. In other words, the GIS layers provide an accurate account of the area's built environment while the Census data provides an accurate account of the area's demographic profile.

Funding and Budgets

The cost to perform all of the identified services is $252,732. Monroe County currently has $147,734 budgeted for this project. A funding partnership with BMCMPO could cover the remaining $104,498.

The BMCMPO is expected to have a significant amount of unspent federal planning funds at the end of this fiscal year. Staff anticipates that well over $200,000 of federal planning funds will remain unspent by June 30, 2010. One of the reasons for this surplus is that the money allocated to update the Long Range Transportation Plan ($111,600 in federal planning funds) has remained relatively untapped. It should be noted that only a small percentage of the BMCMPO's unspent federal planning funds can be carried over to future years; the rest is redistributed back to the State.

FY2009-2010 Unified Planning Work Program

In an effort to assist Monroe County with a project that will ultimately benefit the BMCMPO and the area's local public agencies while at the same time drawing down surplus funds that would otherwise be lost, staff is proposing that the FY2009-2010 Unified Planning Work Program (UPWP) be amended to include this project.

The following language would be added to Element "301 - Long Range Planning" (p. 21)

(C) Update County-wide Aerial and Elevation GIS Layers

Geographic Information Systems capture, store, analyze, manage, and present data linked to location. GIS is a powerful tool used for many applications including resource management, urban and rural planning, environmental planning, land use impacts, and transportation planning. GIS data layers can

take many different shapes and forms. Orthophotography is a GIS layer which links aerial photography to specific locations. Light Detection and Ranging and contour mapping provide the elevations of an area. These GIS layers provide an important spatially accurate historical account of the existing environment in a point in time. The BMCMPO uses GIS regularly in the development of its Transportation Improvement Program, the Long Range Transportation Plan, and for demonstration purposes at public meetings. These updated GIS layers will provide the BMCMPO and local public agencies the opportunity to use data that is more current and more accurate than layers currently used.

Responsible Agency End Product(s):

(1) MPO Staff, Monroe County, and a private consultant will coordinate on the update of county-wide GIS layers.

(a) Updated orthophotographic, elevation, and contour GIS layers

As illustrated below, the corresponding table for Element 301 (p. 21) would be updated to show that $130,625 ($104,500 federal; $26,125 local) is being pulled out of Task (A) 2035 Long Range Transportation Plan and put into a new Task (C) County-wide Aerial and Elevation GIS Layers project.

301					
	Task	**Responsible Agency**	**FY 2009**	**FY 2010**	**Total Cost**
(A)	**2035 Long Range Transportation Plan**				
	2035 Long Range Transportation Plan	MPO	$0.00	$3,875.00	$3,875.00
(B)	**Intelligent Transportation Systems (ITS)**				
	ITS Architecture Maintenance	MPO	$5,000.00	$0.00	$5,000.00
(C)	**County-wide Aerial and Elevation GIS Layers**				
		MC/Consultant	$0.00	$130,625.00	$130,625.00
		TOTAL	**$5,000.00**	**$134,500.00**	**$139,500.00**

Recommendations

The Technical Advisory Committee and Citizens Advisory Committee both unanimously recommended approval of this amendment to the Unified Planning Work Program at their meetings held on April 28th. Staff is also in support of this amendment to the existing UPWP.

Action Requested

The Policy Committee is requested to take action on the proposed amendment to the FY2009-2010 Unified Planning Work Program. The amendment would add "county-wide aerial and elevation GIS layers" as a project eligible for reimbursement. This project would be funded from funds diverted from the 2035 Long Range Transportation Plan project.

Bloomington/Monroe County Metropolitan Planning Organization

MEMORANDUM

To: BMCMPO Policy Committee

From: Josh Desmond, AICP
MPO Director

Date: May 7, 2010

Re: Fiscal Year 2011-2012 Unified Planning Work Program

Background

In accordance with our annual responsibilities, MPO Staff is currently developing the Fiscal Year 2011-2012 Unified Planning Work Program. A draft UPWP was submitted to INDOT and FHWA on May 1, 2010, and is included in this packet. Staff intends to seek final adoption of the new UPWP at the Policy Committee meeting on June 11, 2010. The TAC & CAC will have the opportunity to review a full draft of the UPWP at the May 26 meetings, prior to final Policy Committee action.

FY2011-2012 Estimated Budget

The MPO previously adopted a two-year UPWP covering Fiscal Years 2009-2010. The budget for that work program initially included the standard allocation for those two fiscal years, plus carryover funds from FY 2007. Carryover funding from FY 2008 was later amended into the UPWP in the Spring of 2009. As a result, the total two-year budget for the FY 2009-2010 UPWP was $961,037.50, representing $768,830 in Federal funds and $192,207.50 in local matching funds.

The funding for FY 2011-2012 will be noticeably reduced from the previous budget. One significant change is the lack of carryover funding from FY 2009. Since the previous work program covered two fiscal years, any unspent funds from FY 2009 were simply expended in FY 2010 prior to tapping in to FY 2010 funds. Final carryover funds from FY 2010 will be available to amend into the budget at a later time, as was the case with FY 2008 carryover. The budget for FY 2011-2012 is $666,280, representing $533,024 in Federal funds and $133,256 in local matching funds. This is approximately 30% smaller than the FY 2009-10 budget.

Planning Emphasis Areas

The Federal Highway Administration (FHWA) provides the MPO with Planning Emphasis Areas (PEAs) that must be addressed for each new work program. These are key areas that FHWA wants the MPO to focus its energy on during that time period. The PEAs for FY 2011-2012 remain that same as those for the last UPWP, so no new additions to the UPWP are required to address these issues. Please review the UPWP Executive Summary for more information on the existing PEAs.

UPWP Outline Highlights

As part of the development of the new UPWP, staff has taken the opportunity to do some reorganization of work program elements and tasks to better reflect the current operations and responsibilities of the MPO. The following is an overview of the revised UPWP structure.

Comprehensive Planning Coordination & Outreach

101 Transportation Planning Coordination

- A. Intergovernmental Coordination
- B. Unified Planning Work Program
- C. Planning Grant Administration
- D. Indiana MPO Council
- E. Staff Training & Education
- F. Web Site Administration
- G. Public Participation Process

102 Transportation Improvement Program

A. Transportation Improvement Program
B. HSIP Administration
C. TE Program Administration
D. Safe Routes to School Program Administration

Transportation Planning

201 Long Range Planning
A. 2035 Long Range Transportation Plan

202 Short Range Transportation Studies & Activities
A. Transit Feasibility Study (placeholder)
B. CAC/Student-assisted Study
C. ADA Transition Plans

203 Data Collection & Analysis
A. Traffic Volume Counting
B. Infrastructure Management Plan
C. ITS Architecture Maintenance
D. Annual Crash Report

Alternative Transportation Planning

301 Long Range Planning
A. BT Grimes Lane Facility Study (carryover)

302 Short Range Alternative Transportation Studies & Activities
A. Alternative Transportation Study (placeholder)
B. Coordinated Human Services Public Transit Plan
C. Bicycle & Pedestrian Safety and Project Coordination

303 Transit, Bicycle & Pedestrian Data Collection & Analysis
A. Transit Ridership & Bicycle/Pedestrian Counts

Input Requested

MPO staff is requesting input from Policy Committee members as to the final contents of the FY 2011-2012 UPWP. A similar request was made of TAC/CAC members at their April meetings. It is important for staff to hear from interested members as soon as possible about possible funding needs for activities and projects, particularly if they are significantly different from those noted in the FY 2009-2010 UPWP. Due to the significantly reduced budget, we will have to be judicious about how we fund various activities, so please be as accurate and realistic as possible with any funding requests. No formal action is being requested at this time. All questions and suggestions are welcome.

Unified Planning Work Program

Fiscal Years 2011-2012

[July 1, 2010 through June 30, 2012]

Adopted:
0X/XX/10

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mpo

Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2011-2012 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have several Planning Emphasis Areas (PEAs) for special consideration in F.Y. 2011-2012 under the federal legislative provisions established with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition to the SAFETEA-LU requirements, FHWA recommends two additional areas and FTA recommends five additional areas that warrant further attention for the Bloomington/Monroe County MPO FY 2011-2012 UPWP. Unless specifically noted, the following Planning Emphasis Areas are outlined to highlight efforts that the Bloomington/Monroe County MPO will conduct to help fulfill these requirements in the forthcoming fiscal year:

Acknowledgement and Disclaimer

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Metropolitan and Statewide Plans – Environmental Mitigation

This PEA focuses on the coordination of transportation plan efforts so that a discussion of potential environmental mitigation activities is developed with Federal, State and Tribal, land management, and regulatory agencies.

> *The coordination of all transportation plans will be undertaken through Work Element #101. Environmental issues will be addressed in accordance with National Environmental Policy Act (NEPA) guidelines and locally established environmental planning policies and programs for the Bloomington/Monroe County MPO. Such coordination will also occur under Work Element #201 as a component of the 2035 Long Range Transportation Plan.*

New Consultations

Similar to the previous PEA, State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation shall be consulted in the development of long-range transportation plans. FHWA and FTA are developing guidance on determining the role of local MPO decisions as they relate to NEPA decision-making.

> *The MPO will continue to fully coordinate all planning activities and NEPA decision-making with appropriate federal, state, and local agencies, regardless of responsibilities, through Work Element #101. In addition, the 2035 Long Range Transportation Plan will incorporate such consultations under Work Element #201.*

Consistency of Transportation Plan with Planned Growth and Development Plans

Revises the previous PEA related to environment and adds the promotion of consistency between transportation improvements and State and local planned growth and economic development patterns.

> *The 2030 Long Range Transportation Plan adopted by the MPO in April 2006 (amended June 2007 and reaffirmed in May 2010), and the annual Transportation Improvement Program are consistent with*

comprehensive plans, alternative transportation plans, and other relevant land use and transportation policy documents adopted by the City of Bloomington, Monroe County, and the Town of Ellettsville. The FY 2011-2012 UPWP will focus on this planning emphasis area with Work Element #101.

TRANSPORTATION SYSTEM SECURITY

This PEA calls for the security of the transportation system as a stand-alone planning factor thereby signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor.

The MPO is committed to the development of an Intelligent Transportation System (ITS) Architecture in partnership with the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) that will improve transportation system efficiency, safety and security. Work Element #203 will result in a complete ITS Architecture for the Bloomington/Monroe County MPO as well as its on-going maintenance.

OPERATIONAL AND MANAGEMENT STRATEGIES

This PEA is designed to ensure that metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

Multi-modal operational and management strategies for the Bloomington/Monroe County MPO transportation system will be addressed in the FY 2011-2012 UPWP with Work Elements #102, #201, #202, #203, #301, #302, and #303.

PARTICIPATION PLAN

This PEA requires MPOs to develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP.

The MPO recognizes the importance of public participation and embraces it with an extensive outreach and involvement program. The Citizens' Guide to Transportation Planning, the Citizens Advisory Committee webpage, and the MPO Citizens Advisory Committee Fact Sheet with contact information are accessible to the community, as are public meeting notifications for all MPO meetings and the 2030 Long Range Transportation Plan and the annual Transportation Improvement Program. In addition to Work Element #101, the FY 2011-2012 UPWP will use Work Elements #301 and #302 to expand public participation in alternative transportation planning initiatives.

VISUALIZATION TECHNIQUES IN PLANS AND METROPOLITAN TIP DEVELOPMENT

This PEA requires MPOs to develop and utilize visualization techniques as part of the Transportation Plan and TIP development.

The MPO currently publishes maps online and both the City of Bloomington and Monroe County have interactive mapping capabilities. The MPO intends to expand upon visualization techniques for all public documents including the 2030 Long Range Transportation Plan, the annual Transportation Improvement Program, and alternative transportation with enhanced website capabilities including the availability of aerial photo overlays through the City of Bloomington's geographic information system (GIS). This initiative to improve web based content and public contact is already underway through the City of Bloomington's Information Technology Department. Work Element #101 will be used to coordinate this effort, and it will also be integrated into any MPO activity where visualizations would prove beneficial to public users.

PUBLICATION OF PLANS AND TIP/STIP

This PEA requires MPOs to publish or otherwise make available for public review transportation plans and TIPs including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

> *The MPO currently publishes and will continue to publish under Work Element #101 all meeting notices, agendas, minutes, draft plans and final documents, including the annual Transportation Improvement Plan and the 2030 Long Range Transportation Plan. All information is made available for downloading in a standard Adobe Acrobat file format.*

ANNUAL LISTING OF OBLIGATED PROJECTS

This PEA requires MPOs to develop a cooperative effort of the State, transit operator, and MPO to provide an annual listing of investments in pedestrian walkways and bicycle transportation facilities for which Federal funds have been obligated in the preceding year as well as all other obligated projects.

> *The MPO will include an annual listing of all obligated federal transportation funded projects in the development of the annual Transportation Improvement Program (Work Element #102) and maintain publication of the document on its website (Work Element #101).*

CONGESTION MANAGEMENT PROCESS IN TRANSPORTATION MANAGEMENT AREAS (TMAS)

Within a metropolitan planning area serving a TMA, there must be "a process that provides for effective management and operation" to address congestion management. This provision is similar to the ISTEA/TEA-21 requirement for a Congestion Management System (CMS) to be developed and implemented in TMAs. Each TMA (with input from the FHWA Division Offices and FTA Regional Offices) should assess the extent that the TMA's existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process. Consistent with previous FHWA/FTA guidance, the phase-in schedule for this provision in newly designated TMAs is 18 months after the identification of a TMA.

> *The Bloomington/Monroe County MPO is not currently defined as a Transportation Management Area nor is it likely to be so identified within the near future. Regardless, the MPO will employ a variety of Work Elements (#102, #201, #202, #203, #301, #302, and #303) to address congestion issues in the urbanized area.*

COORDINATED HUMAN SERVICES PUBLIC TRANSIT TRANSPORTATION PLAN

As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed human services public transit transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)]. The plan must have been developed through a process that included representatives of public, private, and non profit transportation and human services providers, as well as the public. This new requirement reinforces the broadened list of entities to be involved in the MPO's Participation Plan (23 U.S.C. 134 (i)(5)(A) and 49 U.S.C. 5303 (i)(5)(A)), as described above. In preparing the local public transit-human service transportation plans, service providers seeking assistance under these programs should ensure full coordination with the applicable metropolitan and statewide planning processes.

> *The Bloomington/Monroe County MPO has completed and adopted a Coordinated Human Services Public Transit Transportation Plan for the Metropolitan Planning Area. Under Work Element #302 of the FY 2011-2012 UPWP, the MPO will continue to maintain and update the Plan as needed, and will provide assistance to transportation and service providers that are pursuing grant funds to implement projects listed in the Plan.*

FISCAL CONSTRAINT

This PEA requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are reasonably expected to be available to implement the metropolitan long range transportation plan and STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.

> *The adopted Year 2030 Long Range Transportation Plan lists a comprehensive set of multi-modal transportation projects that are fiscally constrained with projected revenue receipts from federal, state, local and private sources. The Plan also highlights a forecast for local highway operating and maintenance costs for the existing transportation system. The 2035 Long Range Transportation Plan to be initiated under Work Element #201 will maintain fiscal constraint as required. The annual MPO TIP to be completed under Work Element #102 will continue to identify a fiscally constrained program of projects for the urbanized area.*

HIGHWAY PERFORMANCE MONITORING SYSTEMS (HPMS)

In cooperation with Indiana MPO Council, all MPOs will participate in the collection, analysis, and reporting of HPMS data to assist FHWA and INDOT in maintaining traffic data that is reported in the annual INDOT HPMS database submittal.

> *The Bloomington/Monroe County MPO will count one-third of all local HPMS locations in FY 2011 and FY 2012 along with 150 coverage counts as noted in Work Element #203. The MPO has a long-standing cooperative partnership program with the Indiana Department of Transportation to collect, analyze, and report HPMS data for the urbanized area. This effort will continue and will be further refined in FY 2011-2012 with additional quality assurance verifications recommended by the FHWA as noted in Work Element #203.*

AIR QUALITY CONFORMITY

MPOs located in non-attainment/maintenance areas must continue working with the Indiana Department of Environmental Management (IDEM) as State Implementation Plans are developed and mobile budgets are established.

> *The Bloomington urbanized area is designated as an "attainment" area for air quality and is therefore not subject to the stipulations of this planning emphasis area. Nevertheless, the MPO will continue to work with IDEM as required under Work Element #101.*

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Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2011-2012 (July 1, 2010 through June 30, 2012)

INTRODUCTION

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The 3-C planning process is outlined in the urban planning regulations jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 17, 1975, as amended on June 30, 1983.

Federal transportation policy and programs relating to MPO's are guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU), which was signed into law in 2005. This legislation updates Titles 23 and 49 of the United States Code (U.S.C.) and builds on the major changes made to Federal transportation policy and programs addressed in the Transportation Equity Act for the 21st Century (TEA-21). Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds.

The FY 2011-2012 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2011 and 2012 (July 1, 2010 to June 30, 2012). It is entitled, and shall hereafter be referred to as the FY 2011-2012 Unified Planning Work Program.

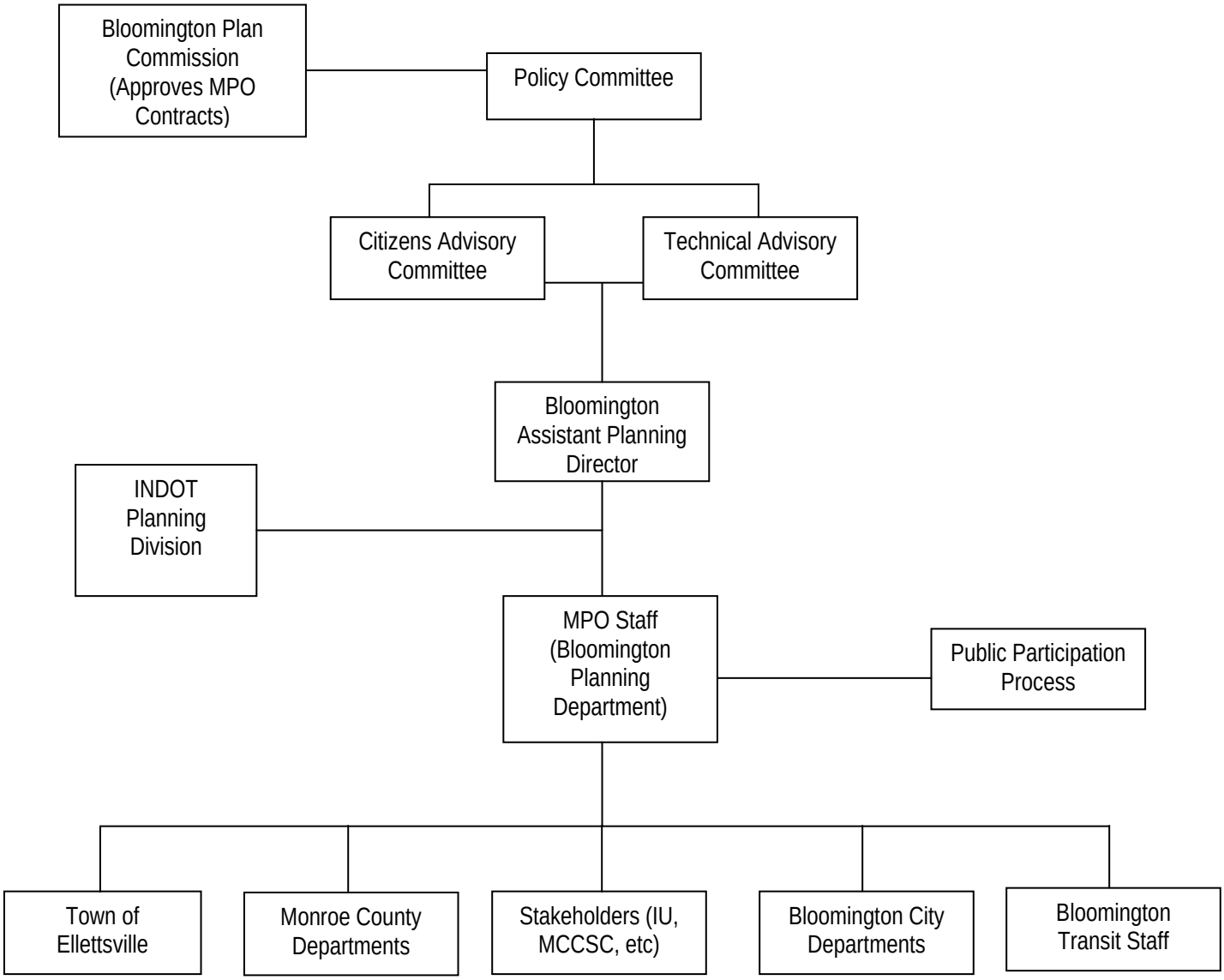
MPO STRUCTURE

The Bloomington/Monroe County MPO is an organization consisting of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement effectively provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. In addition, the MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and the Town of Ellettsville departments and agencies, Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The following pages document the MPO Committee organization structure and the composition of the three MPO committees.

Bloomington/Monroe County MPO Organizational Chart



Bloomington/Monroe County MPO Committee Composition

POLICY COMMITTEE

Name	Title	Representing
Kent McDaniel *(Chair)*	Board of Directors Member	Bloomington Public Transportation Corporation
Jack Baker *(Vice Chair)*	President, Plan Commission	City of Bloomington
Mark Kruzan	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Susie Johnson	Director, Public Works Department	City of Bloomington
Lynn Coyne	Director, Real Estate Department	Indiana University
Pat Stoffers	President, County Commissioners	Monroe County
Julie Thomas	County Council Member	Monroe County
Richard Martin	President, Plan Commission	Monroe County
Bill Williams	Director, Highway Department	Monroe County
Dianna Bastin	Town Council President	Town of Ellettsville
Patrick Murray	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Jim Stark	Deputy Commissioner, Seymour District	Indiana Department of Transportation
Marisol Simon	Administrator, Region V	Federal Transit Administration (non-voting)
Bob Tally	Administrator, Indiana Division	Federal Highway Administration (non-voting)

TECHNICAL ADVISORY COMMITTEE

Name	Title	Representing
Adrian Reid *(Chair)*	City Engineer	City of Bloomington
Jane Fleig *(Vice Chair)*	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
Patrick Murray	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Andrea Roberts	Deputy Director, Public Works Department	City of Bloomington
Dave Williams	Director of Operations, Parks & Recreation Dept.	City of Bloomington
Tom Micuda	Director, Planning Department	City of Bloomington
Michael Trexler	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Bobby Chesnut	Street Commissioner	City of Bloomington
Amy Gerstman	Auditor	Monroe County
Chuck Stephenson	Administrator, Parks & Recreation Dept.	Monroe County
Gregg Zody	Director, Planning Department	Monroe County
Kurt Babcock	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
John Carter	Transportation Director	Monroe County Community Schools Corp.
Steven Kain	Superintendent	Richland-Bean Blossom Community Schools Corp.
Doug Norton	Manager	Rural Transit
Mike Cornman	Street Department	Town of Ellettsville
Connie Griffin	Director, Planning Services	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
John Collison	Highway Department Assistant Director	Monroe County
Jim Ude	District Planning & Programming Director	Indiana Department of Transportation (non-voting)
Emanuel Nsonwu	Urban and MPO Planning Representative	Indiana Department of Transportation (non-voting)
Brian Jones	Project Manager	Indiana Department of Transportation (non-voting)
Janice Osadczuk	Indiana Division	Federal Highway Administration (non-voting)

CITIZENS ADVISORY COMMITTEE

Name	Representing
Patrick Murray *(Chair)*	Prospect Hill Neighborhood
Laurel Cornell *(Vice-Chair)*	Prospect Hill Neighborhood
Joanne Henriot	Bryan Park Neighborhood
Buff Brown	Traffic Commission/BTOP
Barbara Salisbury	Southern Indiana Center for Independent Living
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Larry Jacobs	Greater Bloomington Chamber of Commerce
John Kehrberg	County Citizen
John McCrary	Indiana Department of Transportation
Bill Milroy	Old Northeast Neighborhood Assoc.
Ted Miller	Citizen
Jack Baker	McDoel Gardens Neighborhood
Randy Paul	Citizen
Sarah Ryterband	Prospect Hill Neighborhood
Jerry Stasny	Old Northeast Neighborhood Assoc.
David Walter	Sixth & Ritter Neighborhood Association/BRI/CONA
Natalie Wrubel	League of Women Voters

MPO STAFF

Name	Position
Joshua Desmond, AICP	MPO Director
Scott Robinson, AICP	Long Range/Transportation Manager
Raymond Hess, AICP	Senior Transportation Planner
Joe Fish	Transportation Planner
Jane Weiser	Planning Assistant

Fiscal Year 2011-2012 UPWP Funding Summary

FISCAL YEAR 2011-2012 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated $533,024 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2011 through 2012. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of $133,256 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2011-2012 UPWP is $666,280. This budget is split between the two Fiscal Years, with $337,895 allocated to FY 2011 and $328,385 allocated to FY 2012.

FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2011-2012 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). More detailed breakdowns of each work element are provided in later sections of this document.

Work Element	MPO	Bloomington Transit	Consultants/Supplies	Total
Comprehensive Planning Coordination & Outreach				
101	$ 278,180.00	$ -	$ 8,200.00	$ 286,380.00
102	$ 82,000.00	$ -	$ -	$ 82,000.00
Transportation Planning				
201	$ 27,000.00	$ -	$ 37,000.00	$ 64,000.00
202	$ 9,000.00	$ -	$ 22,500.00	$ 31,500.00
203	$ 12,000.00	$ -	$ 126,000.00	$ 138,000.00
Alternative Transportation Planning				
301	$ 1,000.00	$ 30,000.00	$ -	$ 31,000.00
302	$ 19,000.00	$ -	$ 400.00	$ 19,400.00
303	$ 10,000.00	$ 4,000.00	$ -	$ 14,000.00
TOTAL	$ 438,180.00	$ 34,000.00	$ 194,100.00	$ 666,280.00

OBJECT CLASS BUDGET BY FUNDING SOURCE

The table below provides a breakdown of FY 2011-2012 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2011-2012 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, and Consultants/Other are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal Funds	Local Match	Total
Direct Chargeable Salary	$ 195,966.01	$ 48,991.50	$ 244,957.51
Fringe Expenses (63.05%)	$ 123,556.57	$ 30,889.14	$ 154,445.71
Indirect Expenses (15.83%)	$ 31,021.42	$ 7,755.35	$ 38,776.77
Bloomington Transit	$ 27,200.00	$ 6,800.00	$ 34,000.00
Consultants/Supplies	$ 155,280.00	$ 38,820.00	$ 194,100.00
TOTAL	$ 533,024.00	$ 133,256.00	$ 666,280.00

SUMMARY BUDGET BY FUNDING SOURCE

The table below provides a summary of the FY 2011-2012 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2011-2012 funding allocations fall within the total available funding noted previously.

Work Element	Federal Funds	Local Match	Total
Comprehensive Planning Coordination & Outreach			
101	$ 229,104.00	$ 57,276.00	$ 286,380.00
102	$ 65,600.00	$ 16,400.00	$ 82,000.00
Transportation Planning			
201	$ 51,200.00	$ 12,800.00	$ 64,000.00
202	$ 25,200.00	$ 6,300.00	$ 31,500.00
203	$ 110,400.00	$ 27,600.00	$ 138,000.00
Alternative Transportation Planning			
301	$ 24,800.00	$ 6,200.00	$ 31,000.00
302	$ 15,520.00	$ 3,880.00	$ 19,400.00
303	$ 11,200.00	$ 2,800.00	$ 14,000.00
TOTAL	$ 533,024.00	$ 133,256.00	$ 666,280.00

CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization will enter into Contract Service Agreements (CSA) with the City of Bloomington Public Works Department (and all of its divisions), the Town of Ellettsville, and the Monroe County Planning and Highway Departments in order to assist with several of the work elements outlined in this UPWP. Each CSA will provide a mechanism for coordination and ensure that the duplication of transportation planning services is minimized. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for providing all costs detailed within a CSA and will be reimbursed up to a maximum of 80% of federal aid eligible costs.

Comprehensive Planning Coordination & Outreach

101 TRANSPORTATION PLANNING COORDINATION

A) Intergovernmental Coordination

Work to be conducted under this element will include all activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, the Citizen Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Committees occur on a monthly basis. Activities that can be anticipated in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings will be open to attendance from the public and the preparation of proper meeting notifications will be included under this work element.

The 1982 charter of the Bloomington/Monroe County MPO established a Citizens Advisory Committee (CAC) to solicit citizen input into the transportation planning process. Monthly meetings with the CAC provide an avenue for obtaining public input for Policy Committee deliberation on transportation issues. The CAC membership for the Bloomington/Monroe County MPO consists of volunteer representatives from community organizations, professional associations, neighborhood associations, and the private sector.

Responsible Agency and End Product(s):

(1) MPO Staff to conduct at least 6 MPO Policy Committee meetings, 10 MPO Technical Advisory Committee meetings, and 10 Citizen Advisory Committee meetings per fiscal year.
   (a) Publish and distribute agendas, minutes, and support material

(2) MPO Staff to attend Program Development Progress (PDP) meetings and other intergovernmental coordination meetings as needed with the INDOT Seymour District Office per fiscal year.
   (a) Attend at least 2 PDP meetings

(B) Unified Planning Work Program

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the urban transportation planning process. The UPWP describes all planning activities that are anticipated in the MPO study area over the next two fiscal years, and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff.

Responsible Agency and End Product(s):

(1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
   (a) Amendment(s) to FY 2011-2012 Unified Planning Work Program (UPWP)
   (b) FY 2013-2014 Unified Planning Work Program (UPWP)

(2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
   (a) FY 2013-2014 Cost Allocation Plan (CAP)

(3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
   (a) FY 2010 Annual Completion Report
   (b) FY 2011 Annual Completion Report

(4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
   (a) FY 2011 Annual Self Certification Statement
   (b) FY 2012 Annual Self Certification Statement

(C) Planning Grant Administration

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2011-2012 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2011-2012 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

Responsible Agency and End Product(s):

(1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
   (a) Quarterly Progress Report

(2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement processing.
   (a) Quarterly Billing Statements

(D) Indiana MPO Council

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association (MPO Council) that meets monthly to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA.

Responsible Agency and End Product(s):

(1) MPO Staff to attend 12 MPO Council monthly meetings per fiscal year.

(E) Staff Training and Education

The continuous development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training, including TransCAD. These educational tools are essential for the professional development of all MPO staff and to bring about knowledge of regional and national best practice transportation planning topics.

Responsible Agency and End Product(s):

(1) MPO Staff to attend the annual Indiana MPO Conference, the annual Purdue Road School meeting, and TransCAD training or other technical training opportunities.

(2) MPO to renew annual professional membership dues to the American Planning Association and other relevant professional organizations.

(3) MPO Staff to attend webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, and Urban Land Institute, and Institute of Transportation Engineers.

(F) Web Site Administration

The MPO web site is a subsection of the City of Bloomington web site and provides the MPO with a significant point of public communication and interaction. Citizens, businesses, and other local community members can access and download reports, data, updates, and other information related to the functions of the MPO in addition to the traditional forms of correspondence that are offered by the staff.

Responsible Agency and End Product(s):

(1) On-going development and maintenance of the MPO Web Site.
- (a) MPO Staff to post MPO Policy/Technical Advisory/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
- (b) MPO Staff to post adopted MPO documents

(G) Public Participation Process

The MPO adopted a revised Public Participation Process in 2007 that is SAFETEA-LU compliant, including maintaining compliance with the Environmental Justice considerations initiated under Executive Order 12898 on February 11, 1994. In addition, staff and the CAC have jointly produced a brochure that provides citizens with an overview of the MPO and methods of participating in its work. This brochure and the policies of the PPP will be used to recruit, retain, and involve interested citizens within the MPO area.

Responsible Agency and End Product(s):

(1) MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process.
- (a) Public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper.

(2) MPO Staff continue development of recruitment tools to increase public participation in the MPO
- (a) Further development and distribution of new MPO informational brochure.
- (b) MPO Staff to employ alternative methods of outreach (e.g. Facebook, online surveys) to convey information

101					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Intergovernmental Coordination**				
	Policy, TAC, and CAC Committee	MPO	$88,595.00	$82,585.00	$171,180.00
	Coord. Mtgs. w/Seymour District	MPO			
(B)	**Unified Planning Work Program**				
	UPWP	MPO	$20,000.00	$20,000.00	$40,000.00
	CAP	MPO			
	Annual Completion Report	MPO			
	Annual Self-Certification Statement	MPO			
(C)	**Planning Grant Administration**				
	Quarterly Progress Reports	MPO	$7,500.00	$7,500.00	$15,000.00
	Quarterly Billing Statements	MPO			
(D)	**Indiana MPO Council**				
	MPO Council Meetings	MPO	$6,000.00	$6,000.00	$12,000.00
(E)	**Staff Training and Education**				
	Conferences and Technical Training	MPO	$12,000.00	$12,000.00	$24,000.00
	Membership Dues and Fees	MPO			
	Other educational resources	MPO			
(F)	***Web Site Administration***				
	On-going Development and Maintenance	MPO	$4,500.00	$4,500.00	$9,000.00
(G)	***Public Participation Process***				
	Public Participation Process	MPO	$7,600.00	$7,600.00	$15,200.00
	Outreach Activities	MPO			
		TOTAL	**$146,195.00**	**$140,185.00**	**$286,380.00**

102 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

(A) Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a U.S. Department of Transportation requirement for MPOs that intend to implement projects with funds from the Federal Highway Administration and the Federal Transit Administration. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT).

The MPO staff will also attend monthly meetings with the City of Bloomington Projects Team, made up of representatives from various City of Bloomington departments, for the purposes of transportation project management and coordination. All current projects are to be examined for action to date, current status summary, next action steps, timelines, and public involvement/coordination issues.

Responsible Agency and End Product(s):

(1) MPO Staff to review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan and other MPO policy documents. Interagency coordination will result in the development and production of the annual TIP document.
   (a) FY 2012 – 2015 Transportation Improvement Program
   (b) FY 2013 – 2016 Transportation Improvement Program

(2) MPO Staff to administer the on-going implementation of TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as needed.

(3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.

(4) MPO Staff to administer the Quarterly Project Tracking Program for the management of local projects in the TIP.

(5) MPO Administrative Staff to attend monthly City Projects Team meetings for interagency coordination and participation.

(B) Highway Safety Improvement Program Administration

The Bloomington/Monroe County MPO has established a local Highway Safety Improvement Program (HSIP) in compliance with SAFETEA-LU and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria.

Responsible Agency and End Product(s):

(1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for HSIP grant funds and for inclusion in the Transportation Improvement Program.

(C) TE Program Administration

The Bloomington/Monroe County MPO has established a local Transportation Enhancement (TE) program in compliance with SAFETEA-LU and the directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and TE funding will be awarded depending on project compliance with TE selection criteria.

Responsible Agency and End Product(s):

(1) MPO Staff to coordinate with local agencies on the annual solicitation and selection of candidate projects eligible for TE grant funds and for inclusion in the Transportation Improvement Program.

(D) Safe Routes to School (SRTS) Program Administration

The Bloomington/Monroe County MPO has taken a lead role in implementing the Safe Routes to School Program on the local level. A Safe Routes to School Task Force featuring representatives of local community school corporations, local governments, community groups, and other key stakeholders guides the local process. The task force works cooperatively to generate project ideas and coordinate the production of SRTS grant applications. As a result, multiple grants have been secured for local SRTS projects, and the task force has begun to focus on implementation of the grant-funded projects. MPO staff will continue to play a lead role in the local implementation of the SRTS program by coordinating SRTS Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SRTS grants that are awarded.

Responsible Agency and End Product(s):

(1) MPO Staff to manage the Safe Routes to School Task Force that will be responsible for annual project identification and implementation of Safe Routes to School grant proposals and awards. Staff will coordinate regular meetings of the Task Force or its subcommittees as needed and provide logistical support to the Task Force or its subcommittees for project implementation.

(a) Safe Routes to School grant submittals for infrastructure and non-infrastructure projects

102					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Transportation Improvement Program (TIP)**				
	FY 2011-2012 TIP	MPO	$24,000.00	$24,000.00	$48,000.00
	TIP Administration/Amendments	MPO			
	Federal Aid Application Coordination	MPO			
	Quarterly Project Tracking Program	MPO			
	City Projects Team	MPO			
(B)	**HSIP Administration**				
	Project Solicitation & Selection	MPO	$4,000.00	$4,000.00	$8,000.00
(C)	**TE Program Administration**				
	Project Solicitation & Selection	MPO	$4,000.00	$4,000.00	$8,000.00
(D)	**Safe Routes To School (SRTS)**				
	Project Solicitation & Selection	MPO	$9,000.00	$9,000.00	$18,000.00
		TOTAL	**$41,000.00**	**$41,000.00**	**$82,000.00**

Transportation Planning

201 LONG RANGE PLANNING

(A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 20 year time horizon. The MPO will take several years to develop a completely overhauled 2035 Long Range Transportation Plan (LRTP). Due to the scope and significance of such a project, MPO staff intends to begin the update process during FY 2011 and complete it in FY 2014. The update procedure will include a complete update of the Travel Demand Model using transportation modeling software together with thorough public involvement processes and other planning techniques to complete the 2035 LRTP. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the MPO. Funding has been allocated to provide for both staff support and initial consultant services in the development of the overall Plan. Annual technical support for transportation modeling software (TransCAD) is also programmed.

Responsible Agency and End Product(s):

(1) MPO Staff, with consultant assistance for Travel Demand Model updates, to develop the 2035 Long Range Transportation Plan (completion by end of FY 2014).
   - (a) Annual TransCAD License and technical support
   - (b) 2035 Long Range Transportation Plan

201					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**2035 Long Range Transportation Plan**				
	2035 Long Range Transportation Plan	MPO	$13,500.00	$13,500.00	$27,000.00
		MPO (TransCAD)	$1,000.00	$1,000.00	$2,000.00
		Consultant	$0.00	$35,000.00	$35,000.00
		TOTAL	**$14,500.00**	**$49,500.00**	**$64,000.00**

202 SHORT RANGE TRANSPORTATION STUDIES AND ACTIVITIES

(A) CAC/Student Assisted Study

In previous years, the MPO Citizens Advisory Committee has worked with student groups from the Rose-Hulman Institute of Technology to complete studies of the Rogers Street Corridor as well as the 10th/14th Street Corridor through the Indiana University Campus. These studies provided the students with real-world project experience while assisting the MPO in addressing key transportation challenges in the community. The CAC wishes to undertake a similar such project during the coming fiscal year, and would like to seek student assistance from either RHIT or Ball State University. The specific study area for this project will be determined in conjunction with the CAC membership.

Responsible Agency and End Product(s):

(1) MPO Staff, Citizens Advisory Committee, and college student group to produce a transportation study for a selected corridor in the MPO area.

(B) ADA Transition Plans

The Americans with Disabilities Act (ADA) provides standards that ensure the accessibility of public services and facilities for people with disabilities. FHWA has made compliance with ADA a priority, specifically as it relates to the MPOs role in allocating Federal funding to local agencies. The MPO must ensure that LPAs have complied with ADA, or that LPAs have a plan for compliance in place, as a condition for allocating federal funding. The MPO will assist in the development of such plans for LPAs that do not have them.

Responsible Agency and End Product(s):

(1) MPO Staff to review LPAs for compliance with ADA as part of TIP development process, and assist LPAs in the development of ADA Transition Plans as needed.

202					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**CAC/Student-Assisted Study**				
	CAC/Student-Assisted Study	MPO	$2,000.00	$2,000.00	$4,000.00
(B)	**ADA Transition Plans**				
	Administration	MPO	$2,500.00	$2,500.00	$5,000.00
	Plan Development	COB	$5,000.00	$2,500.00	$7,500.00
	Plan Development	MC	$5,000.00	$2,500.00	$7,500.00
	Plan Development	EV	$5,000.00	$2,500.00	$7,500.00
		TOTAL	**$19,500.00**	**$12,000.00**	**$31,500.00**

203 DATA COLLECTION AND ANALYSIS

(A) Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies.

Responsible Agency and End Product(s):

(1) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
- (a) MPO FY 2011-12 Traffic Volume Report
  - (i) City of Bloomington will perform approximately 150 coverage counts
  - (ii) Town of Ellettsville will perform approximately 80 coverage counts

(2) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2011 and 2012.
- (a) Perform data quality control with INDOT's HPMS software against field survey findings
- (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests

(3) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs.
- (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to battery replacements, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

(B) Infrastructure Management Plan

The City of Bloomington Public Works Department and the Monroe County Engineering Department will perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. The infrastructure inventory will be continuously updated using an asset management software package (Cartegraph). Data on the various physical parameters such as location and the physical condition for each infrastructure module (pavement, signs, street markings, signals,) is managed by an infrastructure management software package to aid in the development of long term management plans.

Responsible Agency and End Product(s):

(1) MPO Staff, City of Bloomington Public Works Department, Monroe County, and the Town of Ellettsville will analyze the initial assessment of current roadway pavement conditions in the urbanized area to develop the initial phase of the infrastructure management plan. Regular collection of data on existing infrastructure modules to manage and update the database used for the asset management software used to develop and produce the infrastructure management plan. Future phases of the long term management plan will include other infrastructure modules and may require the purchase of geographic positioning technology and software to assist with field data collection.

(a) Phase I: Long Term Management Plan/Ten-Year Pavement Management Plan

(b) Quarterly status report submitted with billings

(C) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems (ITS), is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. In Fiscal Years 2011 and 2012, continued updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product(s):

(1) MPO Staff to maintain and update the established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.

(a) Maintain the Regional ITS Architecture

(D) Annual Crash Report

The Bloomington/Monroe County MPO will complete an Annual Crash Report. The crash data helps to identify potentially hazardous intersections and corridors within the MPO study area. The identification of accident locations allows local and state jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report will also be used to determine project locations that may be eligible for funding through the MPO Highway Safety Improvement Program (HSIP).

Responsible Agency and End Product(s):

(1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.

(a) Calendar Year 2009 Crash Report.

(b) Calendar Year 2010 Crash Report

203					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Traffic Volume Counting**				
	Traffic Data Collection	COB	$20,000.00	$20,000.00	$40,000.00
		EV	$4,000.00	$4,000.00	$8,000.00
	HPMS Counts for INDOT	COB	$8,000.00	$8,000.00	$16,000.00
	Purchase Traffic Counting Equipment	COB	$5,000.00	$5,000.00	$10,000.00
(B)	**Infrastructure Management Plan**				
	Infrastructure Management Plan	COB	$11,000.00	$11,000.00	$22,000.00
		MC	$11,000.00	$11,000.00	$22,000.00
		EV	$4,000.00	$4,000.00	$8,000.00
(C)	**ITS Architecture Maintenance**				
	ITS Architecture Maintenance	MPO	$1,500.00	$1,500.00	$3,000.00
(D)	**Annual Crash Report**				
	C.Y. 2009 & 2010 Crash Reports	MPO	$4,500.00	$4,500.00	$9,000.00
		TOTAL	**$69,000.00**	**$69,000.00**	**$138,000.00**

Alternative Transportation Planning

301 LONG RANGE PLANNING

(A) Grimes Lane Operations Facility Study

Bloomington Transit and Indiana University Transit have shared a common administrative, maintenance and storage facility, known as the Grimes Lane Operations facility, for over twelve years. With the steady growth of both transit systems during that time period, the facility is approaching its capacity limits. Expansion of the capacity of this facility will be essential to the continued growth of both systems, particularly as the number and type of buses used in the fleets increase. Bloomington Transit seeks to undertake a study that would identify future Operations Facility needs and provide a strategy for meeting those needs.

Responsible Agency and End Product(s):

(1) Bloomington Transit and independent consultant to complete a Grimes Lane Operations Facility Study, to include recommendations for expanding the physical plant in order to accommodate growth of Bloomington and IU transit systems.

(a) Grimes Lane Operations Facility Study

301					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Grimes Lane Operations Facility Study**				
	Facility Study	MPO	$1,000.00	$0.00	$1,000.00
		Consultant	$30,000.00	$0.00	$30,000.00
		TOTAL	**$31,000.00**	**$0.00**	**$31,000.00**

302 SHORT RANGE ALTERNATIVE TRANSPORTATION STUDIES AND ACTIVITIES

(A) Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO in 2007. In Fiscal Years 2011 and 2012, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

(1) MPO Staff, to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan.

(B) Bicycle and Pedestrian Safety and Project Coordination

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation. Two MPO Staff members have been certified to teach bicycle safety curricula developed by the League of American Bicyclists. The MPO will utilize this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety.

Responsible Agency and End Product(s):

(1) MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

(2) MPO Staff to conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. This element includes the purchase of supplies and materials.

302					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Coordinated Human Services Public Transit Plan**				
	Program Administration	MPO	$1,500.00	$1,500.00	$3,000.00
(B)	**Bicycle Pedestrian Safety and Project Coordination**				
	Bike Pedestrian Outreach	MPO	$8,200.00	$8,200.00	$16,400.00
	BBPSC Meetings	MPO			
		TOTAL	**$9,700.00**	**$9,700.00**	**$19,400.00**

303 TRANSIT, BICYCLE AND PEDESTRIAN DATA COLLECTION

(A) Transit Ridership and Bicycle/Pedestrian Volume Counts

This work element will include the preparation of a ridership data and bicycle and pedestrian volume counts. This information, among other things, will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements. In summary, the method consists of counting boarding and alighting passengers and measuring distances between stops on randomly selected bus trips each week, throughout the fiscal year. Counts to determine usage of bicycle and pedestrian facilities will also be conducted on a regular basis to gauge and determine needs.

Responsible Agency and End Product(s):

(1) Bloomington Transit to collect operating data required for estimates of annual passenger miles. Procedures will follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.
   - (a) Annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.

(2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #203 Traffic Volume Counting element of the UPWP.
   - (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities

(3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
   - (a) Sidewalk Project Prioritization Report
   - (b) Status report with integration of GIS and asset management software for sidewalk inventory data
   - (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory

303					
	Task	**Responsible Agency**	**FY 2011**	**FY 2012**	**Total Cost**
(A)	**Transit Ridership/Bike & Ped Counts**				
	Annual Passenger Trip Estimates	BT	$2,000.00	$2,000.00	$4,000.00
	Bike/Ped Count Staff Report	MPO	$5,000.00	$5,000.00	$10,000.00
	Sidewalk Inventory & Assessment	MPO			
		TOTAL	**$7,000.00**	**$7,000.00**	**$14,000.00**

Appendix A

Transit Operator Local Match Assurance

FY 2011-2012 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the "Transit Provider", HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2011-2012 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling $666,280.00 requiring $133,256.00 local match. As specified in the FY 2011-2012 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for $34,000.00 of the total grant, requiring $6,800.00 in local match for the following UPWP elements:

1) 301 (A) – Grimes Lane Operations Facility Study (consultant product)
2) 303 (A) – Annual unlinked passenger trip estimates

_____ Bloomington Public Transportation Corporation
Date Legal Name of Applicant

By: _____
Lew May, General Manager of Bloomington Transit

Appendix B

Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	American Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1 through June 30)
HPMS	Highway Performance Monitoring System
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
IPA	Indiana Planning Association
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCP	Safety-Conscious Planning
SRTS	Safe Routes To School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TEA-21	Transportation Efficiency Act for the 21st Century
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TRB	Transportation Research Board
UMTA	Urban Mass Transit Administration
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix C

TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation, and the Bloomington/Monroe County Metropolitan Planning Organization for the Bloomington urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;

2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

2006 Certification Review Report Findings

On May 11 and 12, 2006, the Indiana Division of the Federal Highway Administration (FHWA) conducted a planning review of the Bloomington Metropolitan Planning Organization. The MPO was provided with a complete list of review questions in advance of the review session and provided a thorough and comprehensive response to all questions. There were no corrective actions identified during this review.

The final Certification Review Report is available for review at the City of Bloomington Planning Department, on line at http://bloomington.in.gov/sections/viewSection.php?section_id=191, or by request at mpo@bloomington.in.gov.

FY 2011-2012 Transportation Planning Certification

MPO DIRECTOR

_____

Joshua Desmond, AICP Date

POLICY BOARD CHAIRPERSON

_____

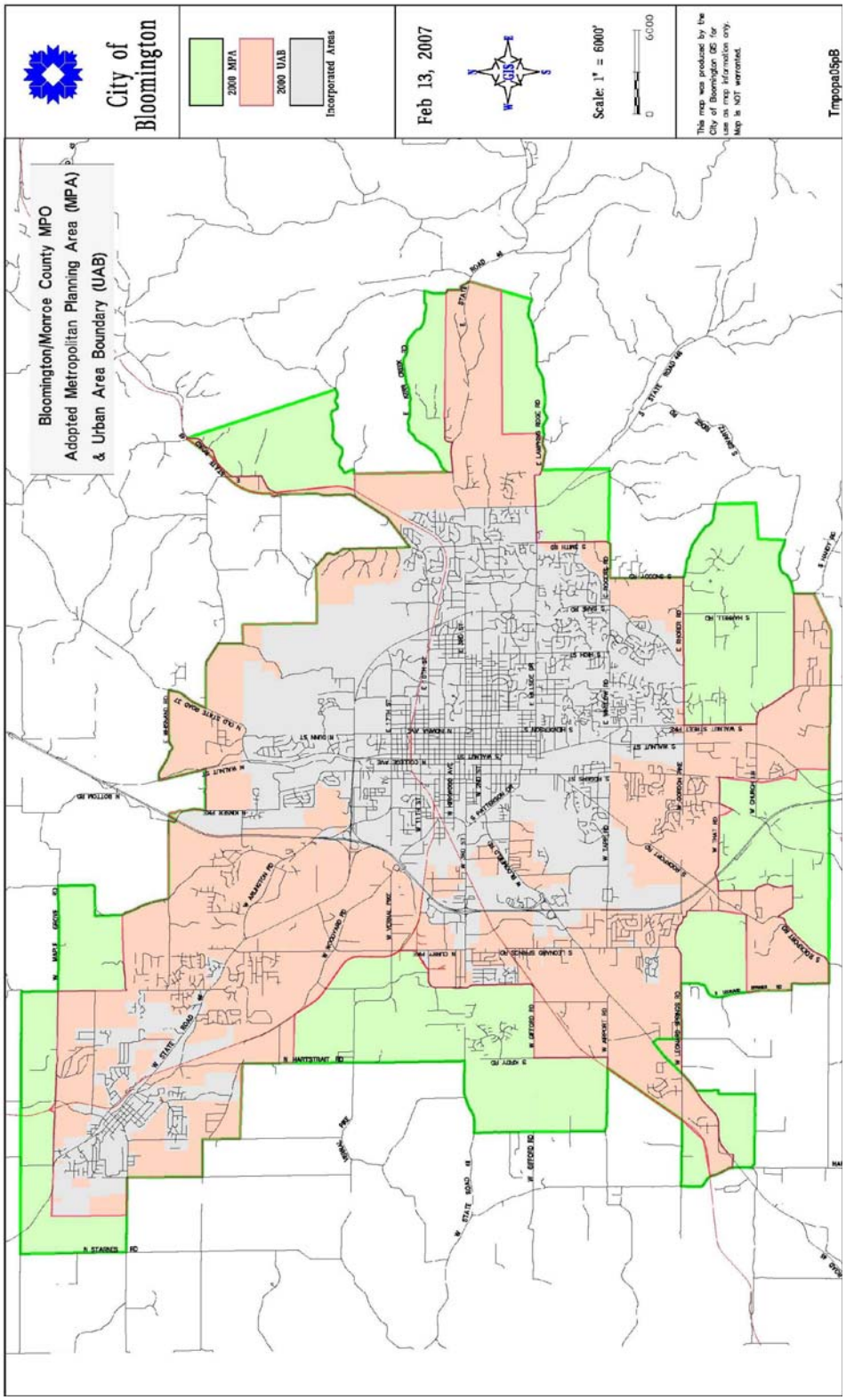
Kent McDaniel Date

INDOT (Title)

_____

Steve Smith Date

Appendix D
BMCMPO Metropolitan Planning Area Map



http://bloomington.in.gov/media/media/application/pdf/1960.pdf

Appendix E
Adoption Resolution